Vol 8 The War Illustrated N° 202

SIXPENCE Edited by Sir John Hammerton MARCH 16, 1945

MR. CHURCHILL ARRIVING AT YALTA FOR THE CRIMEA CONFERENCE (see pages 682-83) early in February 1945. Returning to England on Feb. 19 by way of Athens, where he was given a tumultuous welcome, he discussed the war against Japan with President Roosevelt at Alexandria, and at Cairo met the Emperor of Ethiopia, the King of Saudi-Arabia, the King of Egypt, and the President of the Syrian Republic in "the most important conversations ever held on the future of the Middle East." *Photo, British Official*

Red Army Keeps a Birthday as it Nears Berlin

FOUNDING OF THE RED ARMY 27 YEARS AGO was celebrated by the Soviet people on Feb. 23, 1945. Five days before that great anniversary one of its foremost leaders, Army-Gen. Cherniakhovsky, was killed in action : he is seen (1, centre) on the E. Prussian front. Street fighting in the E. Prussian town of Mulhausen (2). Marshal Koniev (3, right)—30 miles south of Frankfurt-on-Oder on Feb. 21—and Marshal Rotmistrov. Marshal Malinovsky (4, extreme left) congratulates his staff officers in Budapest, completely occupied by Feb. 13.

Photos, Pictorial Press

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

KONIEV's great drive westwards towards Dresden and northwards to link up with Zhukov's armies, which when I last wrote had started, made astonishingly rapid progress. It has been suggested that the Germans believed that with the Oder in flood and laden with ice blocks it would be impracticable to maintain bridges across it capable of meeting the requirements of a major offensive, and that in consequence they had used their best troops to deal with any attempt Zhukov might make to drive towards Berlin or Stettin. It is perhaps more probable that they were satisfied that the Russians would be compelled to make a fairly prolonged pause in order to improve their communication and to build up their resources, which would afford time for the assembly of a strong counter-offensive army.

IF that was their interpretation of the situation it is reasonable to suppose they confided the defence of the Oder line and the centres supporting it to second-class troops while they withdrew the best of their divisions and armour to their main strategic reserve. Whatever their policy may have been, the power and speed of Koniev's offensive clearly took the Germans by surprise, and many of their troops offered feeble resistance, though perhaps rather through lack of training and competent leadership than lack of will to fight. Having established himself in depth west of the Oder, encircled Breslau and joined hands with Zhukov on his right, it seems probable that Koniev may now pause to close up preparatory to making a fresh bound, for he has begun to encounter German counter-attacks in considerable strength. Such success as these have had was short-lived and was probably gained only against mobile troops sent far in advance to seize points of tactical importance.

GERMANS Draw on Main Reserve to Meet Immediate Danger

There are, however, no indications that they represent the opening of a major counter-offensive, but rather that the Germans have been compelled to draw on their main strategic reserve to meet immediate danger. Meanwhile, Zhukov is evidently almost ready to attempt the forcing of the Oder on his front. The Germans report that he has already secured footholds on the west bank and Koniev is now in a position to protect his left flank in any further operation. During the pause on the Oder, Zhukov brought up his right in a thrust towards Stettin, which increases the danger the German forces in Pomerania and Danzig are in. Furthermore, Rokossovsky is now advancing up the Polish corridor west of the Vistula and has cut the Danzig-Stettin railway. This extension of his front has enabled Zhukov to draw in and concentrate his right wing.

In East Prussia the Germans are being driven steadily into a smaller space with their backs to the sea and Königsberg is under close attack. Here the Russians have suffered a great loss by the death of Cherniakhovsky; but the Red Army has produced such a brilliant group of generals—who may rank even higher than Napoleon's marshals—that it should not be difficult to find a successor to him. Bagramyan very probably will assume command on this front.

DOWN on the Hungarian front Tolbukhin and Malinovsky's well co-ordinated operations made, as was expected, a clean job of Budapest, and the Germans suffered a disaster which must have cost them over 200,000 men, apart from the heavy losses in their abortive rescue attempts. Once again it has been shown that a commander can commit no greater strategical error than to allow his field army to become involved in the direct defence of a fortress, sacrificing its power of manoeuvre and thereby imposing on his remaining mobile troops tasks not in keeping with the main strategic object.

THE dispatch of Panzer Divisions from reserve in Poland to take part in rescue operations in Hungary almost certainly contributed largely to the collapse of the Vistula front. Moreover, these divisions have apparently been retained in Hungary and been used to counter-attack Malinovsky's spearhead on the north bank of the Danube with little prospect of achieving any result of importance. German strategy is indeed difficult to understand, and one can only suppose that it is still subject to Hitler's malign influence. With the storm brewing in Pomerania and Danzig, which would then have been a real menace to Zhukov's flank as he drove to the Oder. Moreover, the lower Vistula would have provided a strong defence line on which to check Cherniakhovsky's and Rokossovsky's advance, and at the worst a further retreat to the lower Oder would still have been possible. In the event the East Prussian force is encircled and has lost strategic significance even should it maintain the struggle for a considerable time. The forces in Pomerania and Danzig seem liable to share the same fate if they make no attempt to retreat behind the Oder. They are not a serious menace to Zhukov's flank.

HAMMERING at Back Door of the Southern Stronghold

Thus on the whole there has been an amazing and unnecessary dispersion of German military strength. The situation has grown so desperate that it has been suggested in many quarters that the Germans have abandoned all intention of using their remaining strategic reserve for the defence of Berlin and northern Germany and that they intend to retreat into the more defensible regions in the south and there prolong the struggle.

NON-STOP BOMBING OF THE REICH: shaded zones in centre show general targets most heavily attacked during the vast operation of February 22, 1945. This involved more than 8,000 Allied aircraft—25,000 men in all were airborne—and it was the heaviest blow to date against Nazi communications. Four days later Berlin had its biggest daylight raid, from over 1,200 Fortresses and Liberators covered by 800 fighters.

By courtesy of News Chronicle

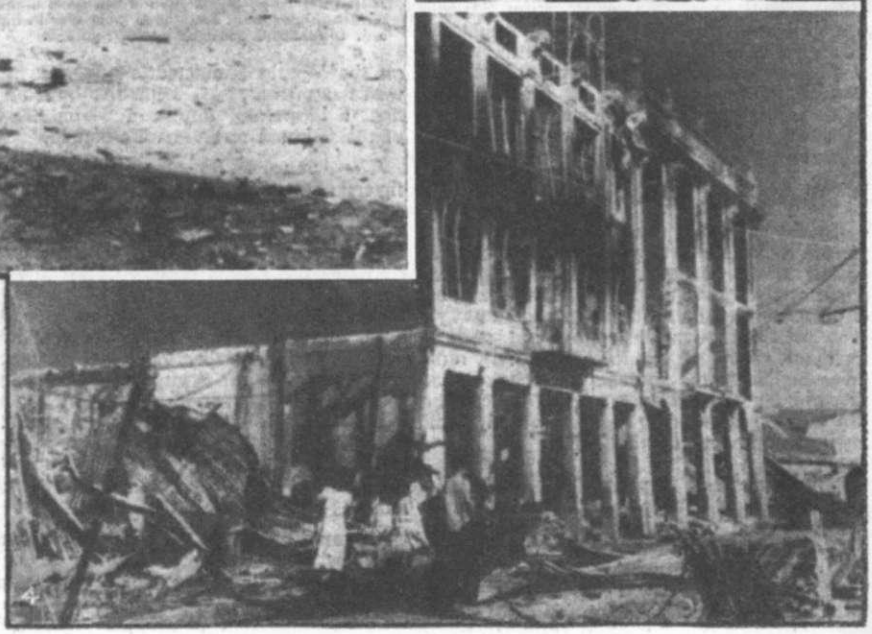
on the Vistula Rundstedt's offensive in the west has proved, as it seemed to be from the first, a desperate gamble in which the best of the German reserves were staked.

The defence of Budapest, justifiable in the first instance, was maintained with characteristic Hitler obstinacy till it became a fatal commitment which led to further dispersal of the main strategic reserve. Then when the blow on the Vistula came the Germans clung to East Prussia, and no attempt to withdraw was made until Rokossovsky had closed the ring round it. Before that it must have been evident that under Cherniakhovsky's pressure the East Prussian Army was incapable of counter-offensive action against the flanks of Rokossovsky's and Zhukov's armies. There can seldom, therefore, have been a clearer case for the abandonment of territory which was neither defensible nor afforded a springboard for a counter-stroke.

A rapid withdrawal would have secured greater concentration and would have substantially reinforced the already strong forces that, it is argued, would account for the obstinate stand at Budapest and the transfer of reserves to the south in an attempt to halt Malinovsky and Tolbukhin who were already hammering at the back door of the southern stronghold. It is I suppose possible, though I find it hard to believe, that some such plan may exist based on the hope that if the struggle can only be prolonged for a sufficient period the Allies will fall apart or from sheer war weariness concede terms.

There is certainly little justification for that hope, and my own opinion is that the intention had been to assemble as strong a force as possible, probably between Dresden and Berlin, which might have delivered an effective counterstroke if Zhukov had attempted to press on to Berlin without adequate support. Zhukov has not fallen into that trap and all the indications are that the difficulties of forming a substantial counter-offensive reserve proved insuperable. I believe, therefore, that the Wehrmacht will go down fighting fanatically with such forces as it is able to muster in final defensive battles, and with little if any thought of retreat

All Clear Again in Philippine Islands Capital

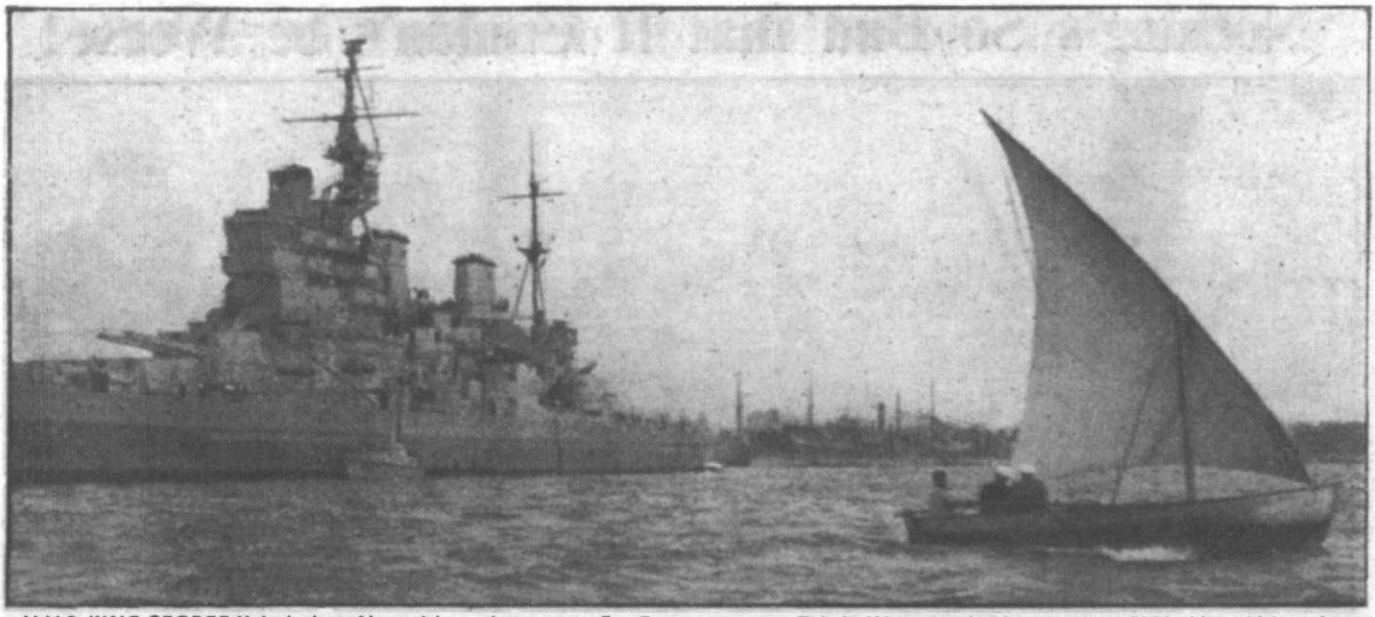


THREE WEEKS AFTER the Americans entered Manila city, supported by tanks (1), the battle for the Philippines capital ended, on Feb. 24, 1945, when troops completely occupied the Spanish walled city of Intramuros, Manila's central fortress. Infantrymen gazed around the gutted and burning buildings which lined Ascaraya Street (2), on the watch for snipers. Brigadier-Gen. William C. Chase (3), Commander of the 1st Cavalry Division which freed more than 3,000 prisoners—among them several Britons—from the notorious Santo Tomas internment camp (see story in page 665). Threading their way through the blackened and shattered streets, a Filipino family (4) inspect the destruction wrought by the Japanese garrison during their last stand. Not all the enemy were true to the suicide code; on the night before the fortress fell many tried to escape in native canoes to join the Japanese remnants in the rugged Sierra mountains, but were intercepted.

Photos, Associated Press

'Nothing's So Bad that It Couldn't be Worse!'

THIS CHEERFUL REJOINDER—typical of the British soldier—was made by the injured man, here seen receiving expert first-aid from a stretcher party, in response to reassuring words from the cameraman. The scene is Montgomery's British-Canadian assault south-east of Nijmegen in Holland towards the Rhine, which commenced on Feb. 8, 1945. Sten gun still in nerveless hands, the wounded infantryman's comrade lies crumpled in the shellhole. Beyond, empty hands raised in token of surrender, Germans stumble to captivity. PAGE 677 *Photo. Keystone*



H.M.S. KING GEORGE V docked at Alexandria on her way to Far Eastern waters. This 35,000-ton battleship was among H.M. ships which on Jan. 24 and 29, 1945, took part in the devastating air-sea assault on Japanese-controlled oil refineries at Palembang in S. Sumatra. The attack was made by a powerful East Indies Force, commanded by Rear-Admiral Sir Philip Vian, K.C.B., D.S.O., including the aircraft-carriers Illustrious, Victorious, Indomitable and Indefatigable. None of our ships sustained damage. See illus. page 646.

Photo, British Official

THE WAR AT SEA

by **Francis E. McMurtrie**

In the Pacific events continue to demonstrate the immense advantage which command of the sea confers upon the Allies. In the latter part of February it enabled a strong force of aircraft carriers under Vice-Admiral Mark A. Mitscher, U.S.N., to approach the eastern shores of Japan while flying off planes to the total estimated number of 1,500. These aircraft attacked various military objectives in the main industrial area, notably around Tokyo and Yokohama, but their prime object seems to have been to prevent the use of airfields by the Japanese and to destroy hangars and grounded planes. An escort carrier in Yokosuka Dockyard was so badly damaged that she capsized.

This operation was mainly intended as a diversion to prevent any interference from the mainland of Japan with the attack which was simultaneously being made by the main body of the U.S. Fifth Fleet, under Admiral R. A. Spruance, against Iwojima.

Iwojima is actually two words, the second of which, "jima" (often written "sima" or "shima"), means "island." For this reason American communiques invariably speak of this place as Iwo, without the termination. Though few people had heard of it before the war, Iwo had been made into an extremely strong fortress by the Japanese. It is the only one of three islands composing the Volcano group which was suitable for the purpose. It is about eight square miles in extent, with a volcanic cone 644 feet high at the western end. There is only one satisfactory anchorage, protected by a reef running out to seaward for a distance of 2½ miles, and most of the island's surface is bare rock, with occasional bushes.

To protect the two small airfields laid out on the island's flattest spots, the Japanese mounted numerous guns around the circumference of the island. Their calibre has not been reported, but they may well have been 9·4-in. coast defence pieces on disappearing mountings, of which Japan bought a large number from the Schneider armament concern at Le Creusot many years ago. It was never explained for what purpose the Japanese could require so many weapons of this type, but the present war has solved the puzzle.

For four days the island's defences were bombarded by Admiral Spruance's forces, the principal units in which were the battleships Nevada, Tennessee and Idaho, armed with 14-in. guns, and the New York, Texas and Arkansas, mounting 12-in. Two of these ships, the Nevada and Tennessee, received a considerable amount of damage from Japanese bombing at Pearl Harbour on December 7, 1941, and have since been modernized. The New York, Texas and Arkansas are the oldest capital ships in the U.S. Navy, and in the normal course would have been scrapped before now. All three formed part of the Allied covering force during the invasion of Normandy last June, an example of the mobility of naval forces.

FIERCEST Fighting in Pacific
Cost 5,372 U.S. Casualties

Occasional attempts at interference came from Japanese aircraft, but though some damage was inflicted on the American ships their fire did not slacken, and the enemy planes were shot down or driven off by U.S. fighters and anti-aircraft weapons. These enemy aircraft seem to have come from bases in the Ogasawara (or Bonin) Islands, lying a hundred or more miles to the northward. These are larger and more numerous than the Volcano Is., though it is doubtful if they are so strongly fortified as Iwo.

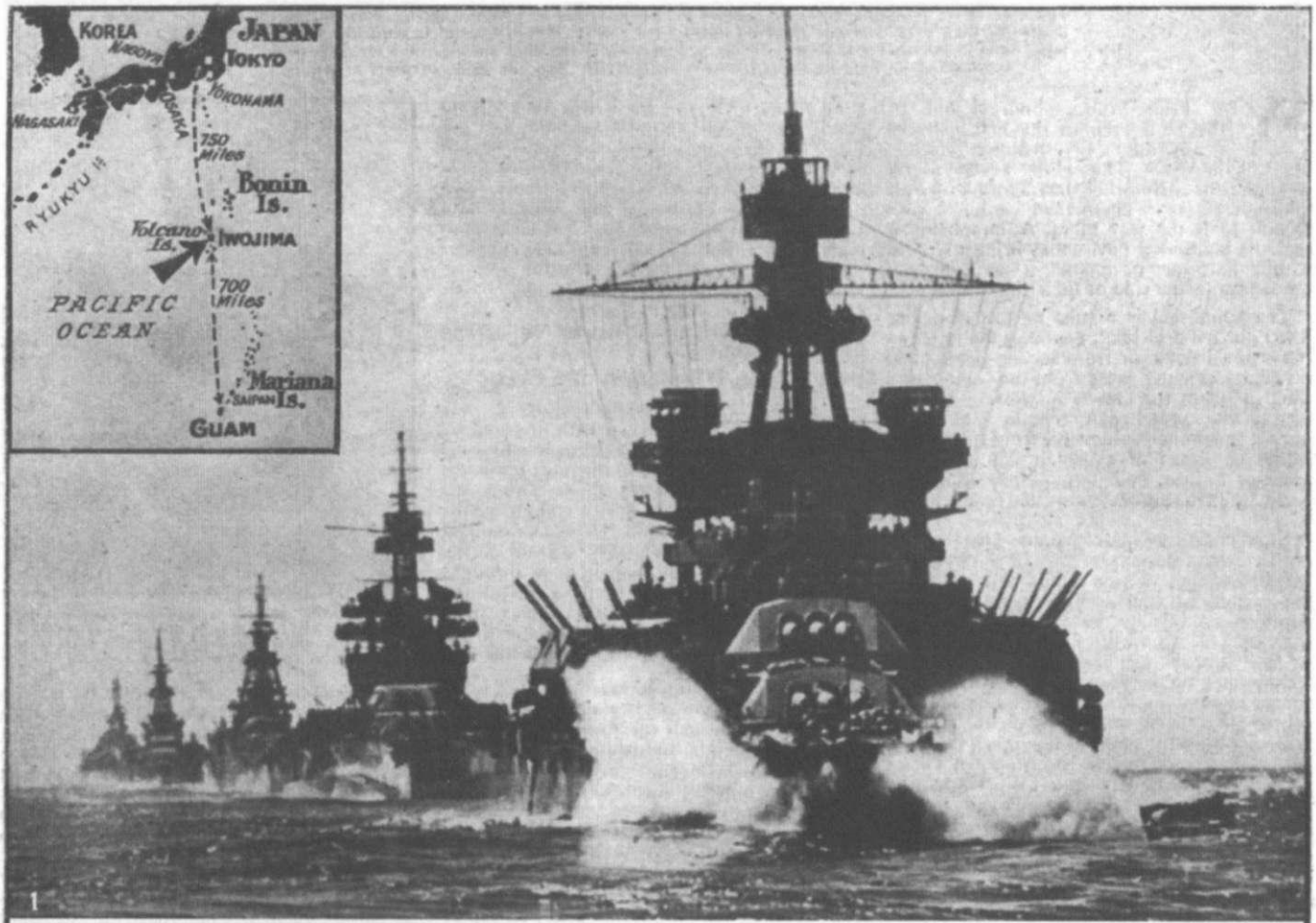
It is remarkable how the three obscure and almost unknown islands which compose the Volcano group have suddenly sprung into fame. They were first discovered in 1543 by the Spanish navigator, Bernard de Torres, who called the smallest of them, 28 miles to the southward of Iwo, San Agustino (now Minami Iwo). Similarly, Kita Iwo, which lies at a somewhat greater distance to the north-westward of Iwo, was originally named San Alessandro. Forgotten for over two centuries, the islands were rediscovered in 1779 by Captain King, who succeeded to the command of Captain Cook's third expedition after the latter's death at Hawaii. King gave the name Sulphur Island to Iwo, sulphur being its only exportable product.

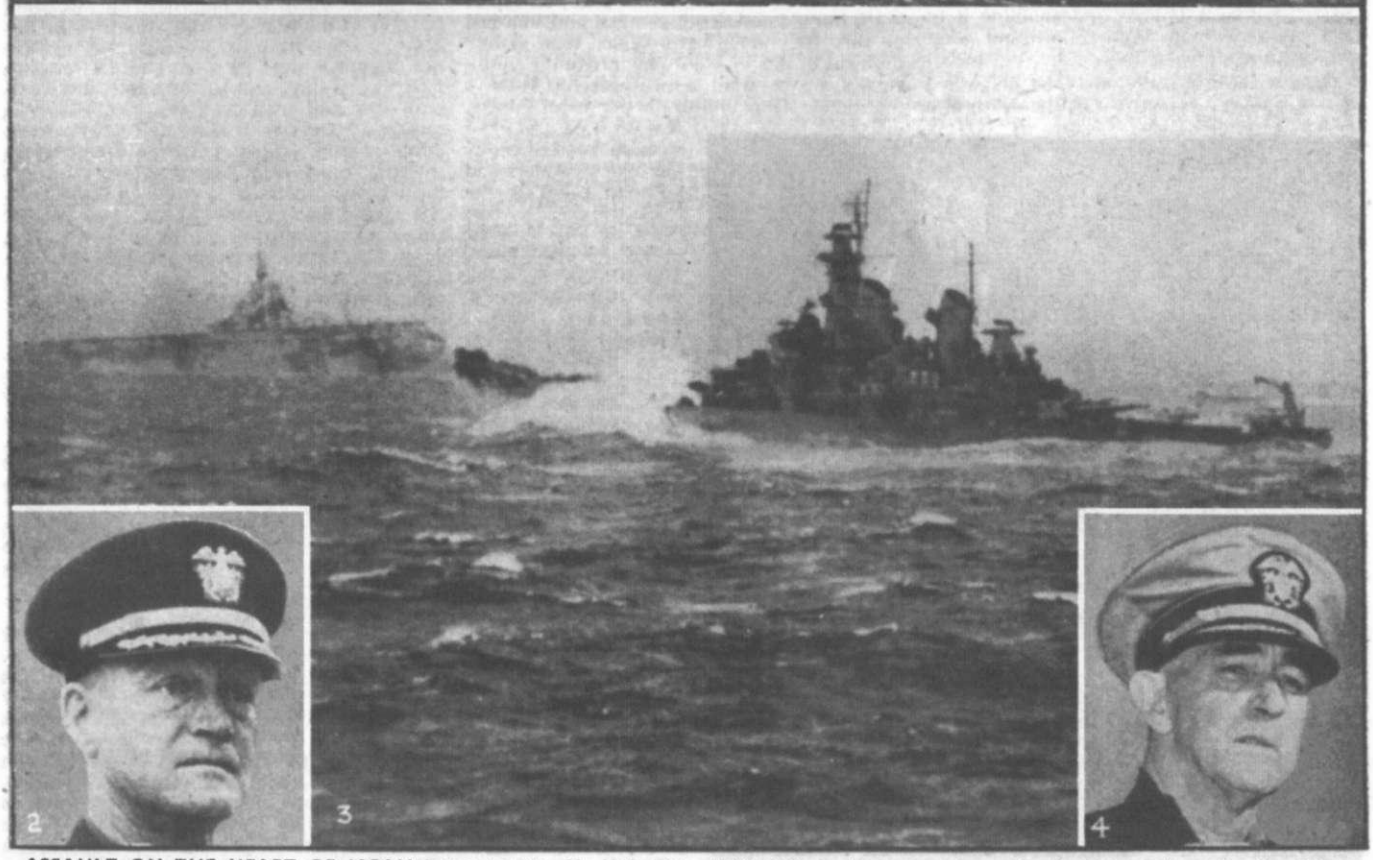
Though the islands were, by virtue of King's survey of them, long regarded as British, they were formally annexed by Japan in 1877; and in view of their important strategic position, 600 miles from Japan's biggest naval dockyard at Yokosuka, their fortification was later undertaken. Following the intensive bombardment already mentioned, U.S. Marines succeeded in effecting a landing on Iwo, and after over three days strenuous combat, gained the summit of Suribachi, an extinct volcano on the southern side of the island, which the Japanese had converted into a fortress. This success, which included the fiercest fighting yet known in the Pacific, cost 5,372 casualties, including 644 killed.

In their desperate resistance the Japanese garrison, thought to have numbered 30,000, used rifles, machine-guns, hand grenades, demolition charges, and a species of mortar, firing rockets. Heavy rain did much to hamper the progress of the assailants, whose numbers, according to the latest reports, have been increased by reinforcement to about 45,000. Tanks and heavy artillery have also been landed, but the nature of the ground—soft ash alternating with volcanic rock—does not lend itself to the use of these weapons. Wherever it is possible to get at the Japanese, whose strongpoints are said to consist of caves dug deep into the rock, fierce bayonet fighting is proceeding. In due course the island's resistance will be subdued, enabling its airfield to be used to extend the range of U.S. bombing. No doubt the next step will be to occupy the adjacent Ogasawara group, whose airfields have already been under attack.

In the Philippines, Vice-Admiral Kinkaid's Seventh Fleet has been instrumental in effecting the occupation of Biri and Capul, two small islands in the San Bernardino Strait, between Luzon and Samar. This strait is on the direct route connecting Manila with American bases at Guam, Saipan and Hawaii. Only small forces of Japanese were on these islands, and their occupation was rapidly completed. In Manila Bay itself the island fortress of Corregidor was stormed by American troops after a heavy bombardment. Its possession gives full control of the entrance to the bay, the peninsula of Bataan opposite having already been secured. Thus with the extermination of the remnant of the Manila garrison, the port and naval base are again firmly in U.S. hands.

Loud Sounds the Knell of Fate for Nippon





ASSAULT ON THE HEART OF JAPAN began on Feb. 16, 1945, when 1,500 U.S. carrier-borne planes struck at Tokyo (map inset). Three days later U.S. marines landed at Iwojima, to make possible fighter-escorted attacks on the enemy capital. Mighty battleships of the U.S. 7th Fleet (1) entered Lingayen Gulf in the Philippines on Jan. 9 (see page 662). An Iowa-class battleship and an Essex class carrier make heavy weather in the Pacific (3). Vice-Admiral Marc Mitscher (2) commanded the Tokyo task force. Rear-Admiral R. K. Turner (4), commander of amphibious forces in the Pacific Fleet, directed operations at Iwojima.

Photos, U.S. Official, Central Press, New York Times. Map, The Daily Telegraph

U-Boats With Funnels Are Prowling the Seas

The menace of German submarines, abated for a while, has broken out again. Now the threat is greater than ever, and our shipping losses have risen. R.A.F. Coastal Command has had a large hand in forcing the U-boats to adopt new devices, of the kind shown in the facing page and commented on here by Capt. JOSEPH HAWKINS, who has spent 40 years at sea.

"You keep your schnorkel out of this!" is a remark that may be heard in any sailors' tavern alongshore any night of the week. Thus Hitler's latest secret weapon, the Schnorkel, has become a salt joke—of sorts. These men who jest with Death, as is the way of all seafarers, know that the Schnorkel device may bring a U-boat within harbour, or enable it to approach unseen up to the side of their ship at sea.

The Schnorkel is a tube or funnel device fitted aboard a U-boat, enabling the latter to draw down fresh air from the surface and to discharge exhaust gases from the engines and used air from the crew's quarters. By this means the vessel can remain submerged almost indefinitely—invisible from the air and from the decks of ships; it can approach convoys unseen, and perhaps penetrate harbours when the booms are opened for our ships.

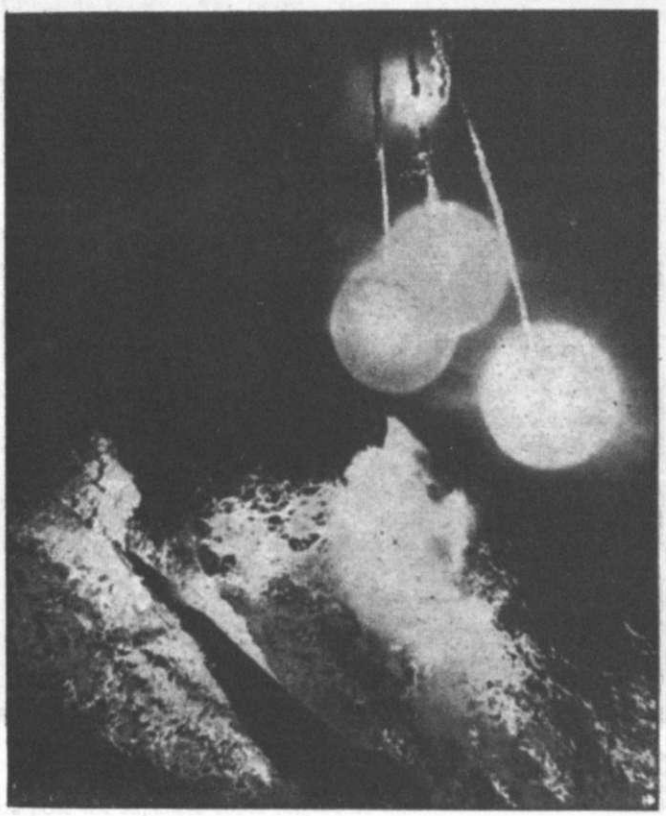
THIS latest weapon would also enable German designers to plan a craft seaworthy enough to ride winds and waves on the surface as well as glide fish-like in the depths; completely new designs of submarines able to travel fast underwater and to go deeper will certainly be evolved. Submarines up to now have had to surface for an hour or more in every twenty-four, to renew air aboard and recharge the electric batteries used for underwater travel, batteries being necessary because the fumes of Diesel engines could not be tolerated below the surface. But electric motors give only a poor underwater speed—usually 4 or 5 knots. On the surface, Diesels give a speed of over 20 knots. Underwater Diesels, if they could be used, would give, perhaps, half that speed or more, thus doubling the effective underwater speed of a U-boat and enabling it to keep pace with a convoy without ever surfacing and showing itself.

Though the Schnorkel may be an Allied seaman's joke, it is likely to be the death of a good many of them; for it was very largely due to aircraft of Coastal Command and the Fleet Air Arm that the U-boat was beaten earlier in this war, after grievous losses. If aircraft lose their effectiveness almost completely against U-boats that can remain submerged all the time, and yet keep pace underwater with the convoys they are shadowing, the Hun will have a fruitful innings. Hitherto, aircraft forced them under water, and under water meant a speed of no more than 4 or 5 knots, and that was too slow to keep near a convoy.

Extreme Discomforts for Crews

But that innings, however short it may prove to be, will be packed with discomforts to an extreme degree. For the new Schnorkel U-boats are a nightmare to the most hardened Nazi crews; for one thing, the submarine with this new breathing device cannot, whilst on a mission, surface at all. U-boat Command spokesman Heinrich Schwich has said on the German radio, "Not a single man, throughout the cruise, ever has a dry piece of clothing on his body; the crews are subject to a physical and psychological strain for which the term gigantic is not an over-statement."

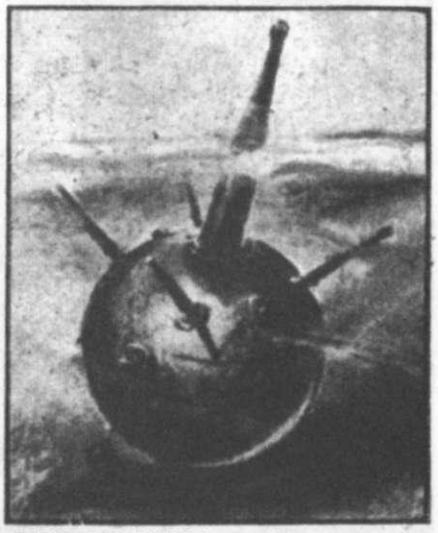
AGAIN, a Nazi radio commentator has said: "We sometimes live under the water, 'breathing' through the funnel, for as long as ten weeks. The hardships and strain are incomparably greater than ever before. There is hardly a quiet moment, and no chance to come up for fresh air or to smoke. There is no distraction. Lights can be used only for essentials, to save current. The men cannot even listen to the radio. As the days pass, and then weeks, the atmosphere gets more and more humid" . . . And, on top of it all, hunted and depth-charged and bombed in this frail underwater vessel that at any moment of day or night may prove the entire crew's grave—what a prospect for Hitler's mariners! They plumb the depths of misery.



BALL-LIKE FLARES, dropped by a Sunderland of Coastal Command during a successful attack on a U-boat lurking in wait for our invasion fleets in 1944. The stricken submarine can be seen (bottom left) in the swirl of the sea.
Photo, British Official

Another secret weapon boasted of by German prisoners and German radio is the "electric eye" torpedo, a development of the acoustic mine. The torpedo is fitted with magnetic-electric apparatus which, attracted by the vibration of a ship's engines, turns the torpedo towards the ship out of whatever course it may have been running on, as soon as it comes within a few hundred yards of the hull. Other new devices are the "water-donkey" (decoy craft) and the gyroplane (see facing page).

Further, the German propagandists claim to have an "anti-Asdic" apparatus aboard the new U-boats. This seems unlikely, but we have to consider its possibility. The Hun should never have known anything about our Asdic device—that was one of the things that fell into his hands when France collapsed in 1940. From the merchant seaman's point of view France has a long row to hoe before she wipes out the harm which that loss did to our shipping.



PERISCOPE MINE is another example of Nazi ingenuity. Purpose of the "periscope" may be to deceive planes or surface craft into belief that the mine is a U-boat.

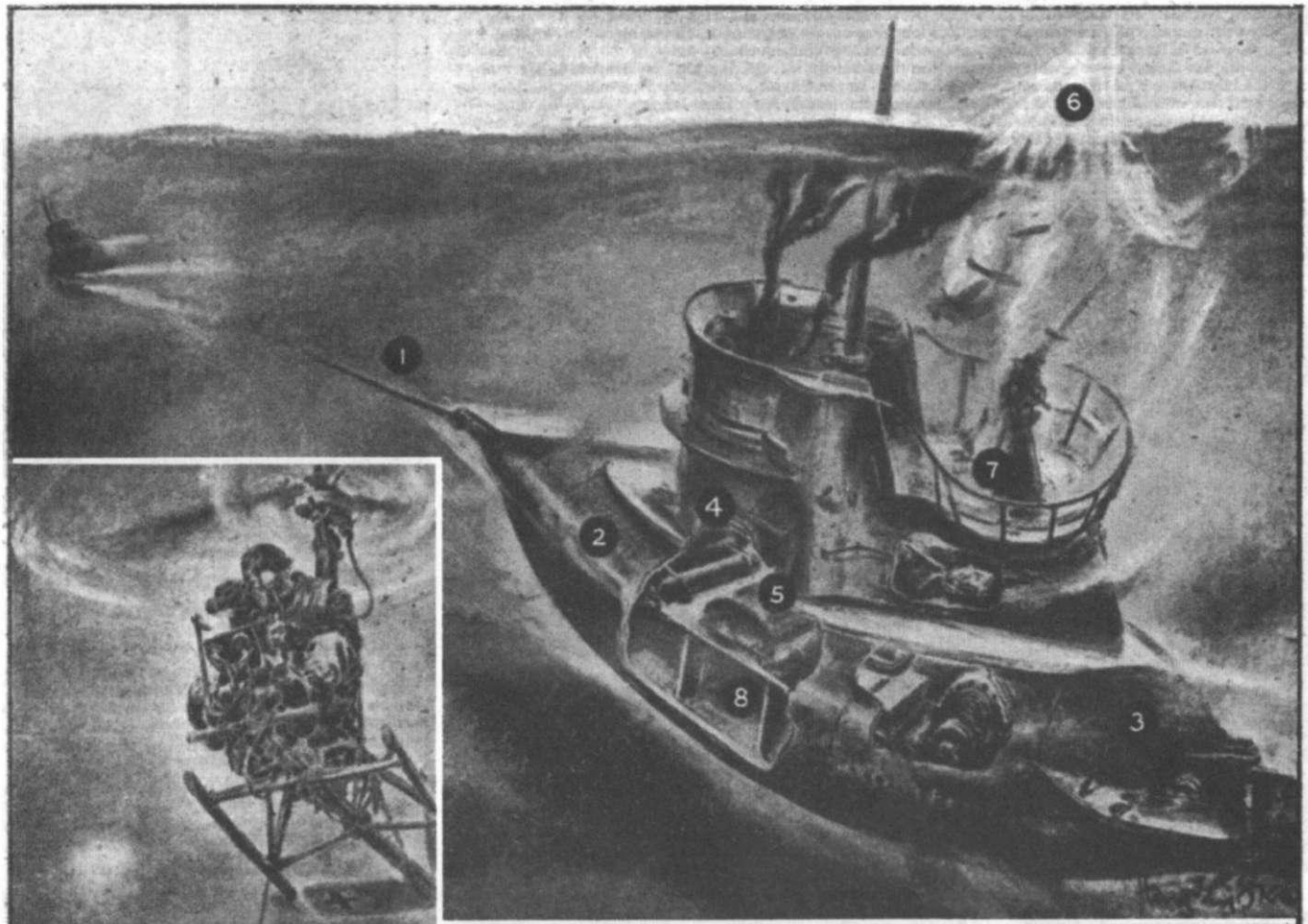
Royal Navy's 'Surprise Packets'

I can speak of the bitterness on this point of some of the Masters who are my acquaintances. There have been times when we have not stepped out of our clothes for two months at a time, and hardly slept—just a catnap now and then with the First Officer's elbow in your ribs as soon as you shut your eyes, to fetch you back to the bridge again for some emergency. Some skippers I know have been torpedoed ten times. One ship, the Dan-y-Bryn, once had six "tin fishes" running parallel with her after she had made a sharp turn to port to avoid taking them broadside-on. As many as 30 U-boats have been sighted from the air in a single convoy battle with assembled wolf-packs.

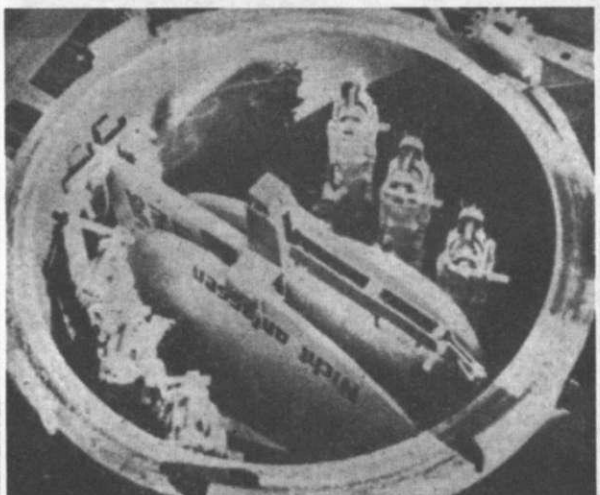
What of the coming days when the 30 raiders will still be there, but invisible beneath the waves, and able to keep pace with us unseen? Well, we still have our 4-in. guns, our 12-pounders and our half-dozen Oerlikons. Aboard the escort vessels they still have the Asdic, and the depth charges, and one or two other surprise packets I am not at liberty to mention. If the enemy have developed a target-seeking torpedo, we shall have to perfect a torpedo-diverting device, or a U-boat-seeking bomb!

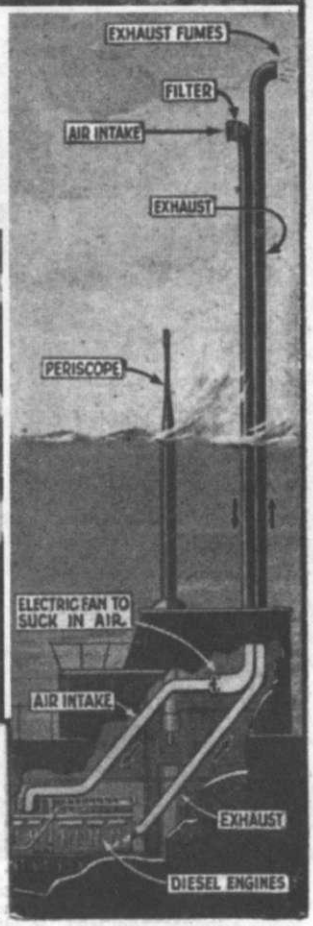
OUR shipping has been decimated, and our losses of seamen have been very heavy. More than 4,000 of them still languish as prisoners on German soil today. But every sun that rises sees more than 2,000 vessels flying the old Red Duster actually out on the sea-roads of the world, and British seamen alone equal about eight Army divisions, bringing us more than a third of our food, as well as most of the fertilizers that enable British farmers to produce the rest. Not a ship, not a man of them all will be missing from his job, and as for the new U-boats—well, they had better keep their damned Schnorkels out of this!

Nazi Navy Throws Up Fantastic New Devices



WATER-DONKEY is the Germans' name for their new decoy craft (top). This dummy U-boat is hauled by a real submarine by means of a lengthy tow-rope (1). The hull (2) rides just beneath the surface. Water-donkey and U-boat are connected by electric cable, and on spotting the enemy (plane or ship) the U-boat commander starts a sound-machine (3); when the chasing plane or ship—picking up the sounds—attacks the water-donkey under the impression that it is a genuine U-boat, air is released from (4) and oil from containers at (5). Air bubbles and oil patches are then formed at (6). After the bombs or depth-charges begin to fall, the water-donkey releases fragments of wreckage from (7), and is sunk by flooded tanks (8).





R.A.F. COASTAL COMMAND'S SUCCESSES have forced the Wilhelmstrasse to equip its still-considerable U-boat fleet with new weapons to reduce their under-surface vessels' vulnerability. Among these is the man-lifting gyro-plane (above, left) in which an observer ascends several hundred feet for reconnaissance purposes and from which he is in constant touch with his "base" by telephone. Aboard the U-boats, the gyro-plane is carried in a special container (above centre). Most serious of the new threats to the Allies is the Schnorkel, which enables the U-boat so equipped (right) to extend its under-water endurance very considerably, and obviates the need to surface every night to recharge the electric batteries which supply the motive power when submerged; also, the vessel can cruise submerged on its Diesel power. The Schnorkel device is an extendable air-shaft divided into two sections and projecting well above the surface, one section acting as air intake and the other expelling the exhaust gases. From German sources come reports that hardship and strain in these new-style U-boats are "incomparably greater than ever before."

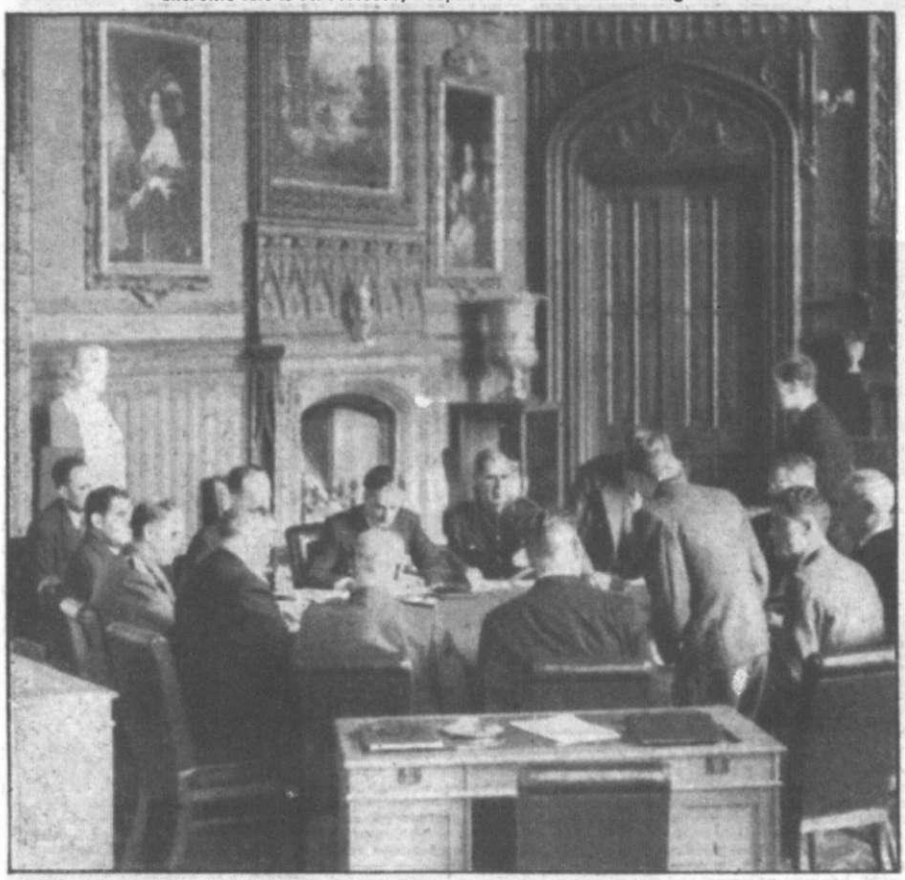
See also facing page.

From the German paper "Signal." Schnorkel diagram by News Chronicle

Crimea Conference: The Big Three Determine—

THE Big Three—Mr. Churchill, President Roosevelt and Marshal Stalin—held at Yalta, in the Crimea, one of the most momentous conferences of the war, it was announced on February 7, 1945. Five days later they issued an epoch-making communiqué—extracts from which appear in this and the facing page—covering plans for the final defeat, occupation and treatment of Germany; the establishment of an international organization to maintain peace; and recommendations for solving the urgent problems of Poland, Yugoslavia and other countries released from Nazism. At Marshal Stalin's suggestion, the 8-day talks are to go down in history as the Crimea Conference. Yalta—30 miles from historic Sebastopol and 850 air miles from Moscow—is set against hillsides, snow-capped in winter, covered with vineyards and cypress woods. In Tsarist Russia it was a rich man's playground; since the Soviet regime it has become a health resort for workers.

ARRIVING AT YALTA, Prime Minister and President inspected the Moscow Guards' guard of honour. Behind Mr. Roosevelt (driven in a jeep by a civilian tractor-driver) are detectives who, according to U.S. law, must accompany the President on all public appearances. On the extreme left is M. Molotov, People's Commissar for Foreign Affairs.



FOREIGN SECRETARIES WITH THEIR STAFFS AND INTERPRETERS met each day at the Vorontso Palace, the British H.Q. Mr. Eden and General Sir Hastings Ismay, Chief of Staff, are seen (centre); Mr. E. R. Stettinius, Jr., U.S. Secretary of State (extreme right), and M. Molotov (fourth from left). In future they will meet in rotation in the three capitals.

MARSHAL STALIN enjoys a joke with Mr. Churchill. The Premier wore the uniform of a colonel of the British Army; the Marshal's only decoration was the star of the Hero of Socialist Labour.

Defeat of Germany

WE have considered and determined the military plans of the three Allied Powers for the final defeat of the common enemy.

The fullest information has been interchanged. The timing, scope and co-ordination of new and even more powerful blows to be launched by our armies and air forces into the heart of Germany from East, West, North and South, have been fully agreed and planned in detail.

We believe that the very close working partnership among the three Staffs attained at this Conference will result in shortening the war. Nazi Germany is doomed.

Occupation and Control

WE have agreed on common policies and plans for enforcing the unconditional surrender terms which we shall impose together on Nazi Germany after German armed resistance has been crushed. These terms will not be made known until the final defeat of Germany is accomplished.

Under the agreed plans the forces of the three Powers will each occupy a separate zone of Germany. Co-ordinated administration and control has been provided for under the plan through a Central Control Commission consisting of the Supreme Commanders of the three Powers with headquarters in Berlin.

It has been agreed that France should be invited by the three Powers if she should so desire, to take a zone of occupation, and to participate as fourth member of the Control Commission.

It is our inflexible purpose to destroy German militarism and Nazism and to ensure that Germany will never again be able to disturb the peace of the world.

We are determined to disarm and disband all German armed forces: break up for all time the German General Staff that has repeatedly contrived the resurgence of German militarism; remove or destroy all German military equipment; eliminate or control all German industry that could be used for military production; bring all war criminals to justice and swift punishment and exact reparations in kind for the destruction wrought by Germans; wipe out the Nazi Party, Nazi laws, organizations and institutions; remove all Nazi and militarist influences from public offices, and from the cultural and economic life of the German people.

It is not our purpose to destroy the people of Germany, but only when Nazism and militarism have been extirpated will there be hope for a decent life for Germans and a place for them in the comity of nations.

Reparations

WE have considered the question of the damage caused by Germany to Allied Nations in this war and recognize it as just that Germany be obliged to make compensation for the damage in kind to the greatest extent possible. A Commission for the Compensation of Damage will be established, to work in Moscow.

—Germany's Fate and Reshaping of the World

IN SERIOUS MOOD. President Roosevelt and Mr. Churchill go into conference on their own. Each was accompanied by a daughter—the President by Mrs. John Boettiger, and the Premier by Section Officer Oliver, W.A.A.F.

Forthcoming Conference

WE are resolved upon the earliest possible establishment with our Allies of a general international organization to maintain peace and security. We have agreed that a Conference of United Nations should be called to meet at San Francisco, in U.S.A., on April 25, 1945.

Liberated Europe

THE establishment of order in Europe and the rebuilding of national economic life must be achieved by processes which will enable the liberated peoples to destroy the last vestiges of Nazism and Fascism and to create democratic institutions of their own choice.

This is a principle of the Atlantic Charter—the right of all peoples to choose the form of Government under which they will live—the restoration of sovereign rights and self-government to those peoples who have been forcibly deprived of them by the aggressor nations.

To foster the conditions in which the liberated peoples may exercise these rights, the three Governments will jointly assist the people in any European Liberated State or former Axis Satellite State in Europe to establish conditions of peace; to carry out emergency measures for the relief of distressed people; to form interim Governmental authorities pledged to the earliest possible establishment through free elections of Governments responsive to the will of the people.

Poland

THE Provisional Government which is now functioning in Poland should, therefore, be reorganized on a broader democratic basis.

The three heads of Government consider that the Eastern frontier of Poland should follow the Curzon Line. Poland must receive substantial accessions of territory in the North and West.

Yugoslavia

WE have agreed to recommend to Marshal Tito and Dr. Subasic that the agreement between them should be put into effect immediately, and a new Government formed on that basis.

Unity for Peace

OUR meeting here in the Crimea has reaffirmed our common determination to maintain and strengthen in the peace to come that unity of purpose and of action which has made victory certain. We believe that this is a sacred obligation to the people of the world.

Only with continuing and growing co-operation and understanding among our three countries and among all the peace-loving nations can the highest aspiration of humanity be realized—a secure and lasting peace which will, in the words of the Atlantic Charter, "afford assurance that all men in all the lands may live out their lives in freedom from fear and want."

WINSTON S. CHURCHILL,
FRANKLIN D. ROOSEVELT,
J. V. STALIN.

THE Crimea Conference took place in an atmosphere of the utmost informality. Much of the business was done over or immediately after meals, at which the food was exclusively Russian, prepared by the staff of a leading Moscow hotel brought for the occasion. The three leaders each had their own quarters. Mr. Churchill lived at the Palace of Prince Vorontsov, son of a former ambassador to Britain; it had been used by a German general during the Occupation. President Roosevelt stayed in the Livadia Palace, whose large banqueting hall was used for the main conferences; while Marshal Stalin's headquarters were at the Palace of Prince Yousoupov. These three palaces were almost the only buildings left standing by the Nazis; at the Livadia Palace they had removed even the door-knobs. The general procedure followed at the talks was for the three Foreign Ministers to meet first, followed by the Big Three. Meetings took place every day and some lasted into the small hours.

LEADERS OF THE THREE GREAT POWERS pose for the camera man in the Italian courtyard of the Livadia Palace. Mr. Churchill's headgear is a Canadian sealskin cap with which he was presented by journalists at Teheran in 1943. Marshal Stalin, in cavalry boots, appears to be a keen listener. Meeting in Malta on Feb. 2, the Premier and President travelled to Yalta by air.

LIONS GUARD THE ENTRANCE to Livadia Palace, which was hastily restored by Russian workmen to make it habitable for the Three-Power Conference. It is about 2½ miles from Yalta, and was once the property of the Tsar, to whom it was presented almost a century ago by Count Leo Potocki. It has a magnificent estate covering over 700 acres. *Photos, British Official*

NIGHTMARE LANDSCAPE OF ONE OF THE MOST DIFFICULT OPERATIONS of this war was the Nutterden feature (1), an extensive eminence covering the road to Cleves in the Siegfried-guarded German Rhineland: British troops are seen taking up new positions after an advance. This offensive by General Crerar's Canadian 1st Army—three-fourths of whose troops were English, Scottish and Welsh—at the northern end of the Western Front was launched on February 8, 1945. In Cleves, snipers held out in isolated buildings; a tank and an infantryman were needed to draw this one (2) from his lair. British troops took hasty cover (3) as shells burst over them. A youthful Canadian corporal studied a warning notice posted on the Reich frontier. See also illus. pages 688-689. *Photos, British and Canadian Official, British Newspaper Pool, Keystone*

Has Tito the Key to the Macedonian Problem?

Deeply rooted in the Yugoslav political conflict is the centuries-old Macedonian question which Marshal Tito proposes to settle by incorporating Macedonia in a federated Yugoslavia. Here HENRY BAERLEIN presents the problem in its intriguing historical perspective, offering a glimpse of a people for years the victims of terrorists, politicians—and propagandists.

THERE are Yugoslavs who look askance upon Marshal Tito because, although he was born in Croatia, his parents were Czech and Hungarian. But if he succeeds in only one of his ambitions—the settlement of the age-long Macedonian question—the Yugoslavs will owe him eternal gratitude. He now proposes that this province should form a link between Serbia and Bulgaria, and should take its place in a federated Yugoslavia that would, of course, include Bulgaria.

The Macedonians were for centuries at such a distance from the other Slavs that they lost their national consciousness—which many thousands of them, in the days of the vast, loose empires of Dushan and Simeon, never possessed. Sir Charles Eliot, author of Turkey in Europe, and a well-known authority on the Balkans, was of the opinion that it is not easy to distinguish Serb and Bulgar beyond the boundaries of their respective countries, that it is wiser to note that those who became Exarchists were commonly called Bulgars, while the Patriarchists were called Serbs. ("Exarchists" and "Patriarchists" are the names of two politico-religious parties in the Near East; the former repudiate, while the latter support, the jurisdiction of the Greek patriarch of Constantinople). But even here we are up against difficulties; for instance, at Tetovo I found that the priest Missa Martinov was an Exarchist and president of the Bulgarian community, while his brother Momir Martinovitch was a Patriarchist and president of the Serbian community.

THERE have been learned dissertations on the Macedonian dialects, as to whether they are more Serbian or Bulgarian. Investigators have travelled through the province measuring heads, but thousands of Macedonians have themselves not the least idea whether they are more Bulgarian or Serbian. A French observer said some years ago that Macedonia was a school of brigandage and ethnology. He said it was the prey of Albanians, who were a scourge in the old Turkish days, and the professors—that is, of unconscionable savages and of laborious agents of foreign propaganda.

Devoid of an innate national sense, the Macedonian Slavs have Bulgar or Serb sentiments, for the most part thrust upon them or created by these foreign propagandists. Very rapidly they transform themselves into Serbs or Bulgars; and in their wavering they have thousands of precedents—about the year 1400, for example, a Slav chieftain called Bogoja attacked the town of Arta and, in order to gain an easier victory, announced, the chroniclers tells us, that he was of Serb, Albanian, Bulgar and Greek descent. One must therefore be a little dubious of maps which ascribe the Macedonian Slavs to any particular nationality. Kiepert's famous ethnographical map was adopted by all the statesmen of the Berlin Congress, but, alas, not one of the travellers whose observations Kiepert used was acquainted with the Serb or Bulgar language!

Wanted—Another Solomon!

Serbia having gained her independence a good many decades before Bulgaria, rendered the name of Serb more disagreeable to the Ottoman Turk, so that the Bulgar name was more popular. The Serbs were looked upon by Turkey as a revolutionary element, while the Bulgars were then apparently aiming at nothing more than an independent Slav Church, the Exarchate, within the limits of the Turkish boundaries. Of course, after Bulgaria's deliverance and her annexation of Eastern Roumelia, there was less eagerness on the part of the Slavs to let their Turkish masters think they were Bulgars.

The Macedonian question was being discussed by a Bulgarian professor and a British military attaché. The latter suggested a division between Serbia and Bulgaria. "No," said the professor, "let the country remain whole, like the child before Solomon." "Would you be satisfied," asked the attaché, "if this question were now decided once and for all?" "Yes," said the professor, "if the judge be another Solomon!"

DEBATABLE LAND OF MACEDONIA, lying part in Greece, part in Yugoslavia and part in Bulgaria, has been the most disturbing factor in the Balkans since they were freed from Turkish rule in the nineteenth century.

Those who were most active in trying to settle the question were the terrorists whose field of operations extended from the parts contiguous to the Bulgarian frontier and as far as possible into the interior of Macedonia. It was their object to play a predominant role in a greater Bulgaria, and they were not going to be reconciled to the Macedonian problem being peacefully solved without their co-operation. They vetoed the idea of it being included in a Serb-Bulgarian federation.

FOR many years they compelled the peasants of Macedonia to give them shelter, to feed them, and to subscribe to their funds. No guerilla chief presented a balance-sheet, and it was generally known that the celebrated Boris Sarafov allowed himself, each year, after his exertions, a few months in Paris. Their activities were often turned against each other; the pavement of Sofia's main square was frequently darkened by the blood of a dying member of one of the bands.

"I used to be a Bulgar and now I am a Serb," said a man with whom I was walking one day in Monastir, "and so long as I have work I shall be perfectly contented." The Macedonians might have done worse than to echo his words. At Resan I stayed at the house of an old gentleman called Lapchevitch, whose brother was my friend Liapchev, the Bulgarian Prime Minister. At Resan the Serbian authorities were certainly trying to smooth away these wretched divisions. They retained not only the priests who were in office during the Bulgarian occupation, but the male and female Bulgarian teachers. "What is required of the Balkan Christians," said Ljuben Karavelov in 1869, years before his country achieved its liberation and he the premiership, "what is required is union and union and union."

TITO has had some predecessors in his admirable ambition to put an end to Serb-Bulgar rivalry, the deplorable rivalry of cousins. Prince Michael of Serbia, who flourished in the middle of the nineteenth century, displayed such qualities that the Bulgars were eager to associate themselves with him, and if he had not been assassinated (apparently by an Austrian emissary, for the union of the two Balkan countries was not desired in Vienna) the Balkans would have been spared a good deal of bloodshed.

Between the two European wars the Bulgarian peasant leader Stambulisky worked for the same object, and he was foully murdered. Let us hope that the efforts of Tito will be crowned with success.

IN THE RUGGED BALKAN PENINSULA are a medley of races and conflicting ambitions. The village of Bansko (above) is in southern Bulgaria, whose relations with Yugoslavia were strained for years after the last war owing to the activities of the Internal Macedonian Revolutionary Organization which, with headquarters in Bulgaria, carried on agitation to unite Macedonia into an autonomous state. *Photo, Paul Popper*

The Fruits of Allied Control of Burma Skies

The virtual air monopoly which we have established in the South-East Asia Command largely accounts for the fact that the Japanese in Burma are now on the high-road to defeat. On the air forces the Army depends for almost everything, and the close support which they give to the troops has been brought to a fine art. Here, Sqdn.-Ldr. C. GARDNER, R.A.F. reviews the situation.

AIR power is indeed the key to defeating the Japanese in Burma, and I think it is true to say that on no other front in this world war is air supremacy such a prerequisite to victory. On the Western Front, Von Rundstedt's salient was reduced and held by ground forces alone at a time when all the massive air strength of the Allies was grounded. In Burma, in the some-ways-similar instance of the Japanese offensive at Imphal, the opposite was true; the grounding of our air forces would have spelt certain defeat and may well have let the Japanese invaders through the gateway into India.

The Japanese, who knew the value of air power and used it so efficiently when they set out on their vast scheme of conquest, now appear to have forgotten the lesson which put them on the high-road to success. The result is they are now on the high-road to defeat.

On the Burma front in 1944 they made two major attempts to invade India. On both occasions their land plans met with some measure of success. In Arakan they surrounded our defending 7th Indian Division and cut all its land lines of communication. They stopped up every escape hole and every reinforcement hole. Our troops were veritably "in the bag"—except for a third hole: the hole in the top of the bag. Through that hole our air power poured in the supplies which were necessary to defeat the Japanese plans, and which ultimately resulted—on January 3, 1945—in the recapture by our forces of the port of Akyab, our objective for two and a half years in the Arakan campaign (see illus. page 632).

Jap Invasion Tide Smashed

Later in 1944 the Japanese land plan successfully surrounded a major part of the British Army on the plain at Imphal, and again we were without lines of supply. Again our air power won the day. For three months supply carrying Dakotas poured in reinforcements, petrol, bullets, guns and food, and on their return journeys evacuated the wounded. The British and Indian Divisions fought on, and against their heroic air-supplied defence of Kohima and the Imphal plain the Japanese invasion tide smashed. Our troops then turned and followed them and, fighting through the drench of the monsoon, they forced them back and back. And now, fine weather having returned, we have the enemy with his back to Mandalay. The foiling of the Japanese plans and the placing of our feet on the road to victory was due, in the main, to air supply. The troops fought with unequalled heroism, but it was the air which brought them the means to fight.

Had the Japanese been able to interfere, in even a medium way, with our unarmed Dakotas flying to Imphal, we might have lost that vital battle. As it was, these lumbering troop-carriers, unarmed and unescorted, flew hundreds of sorties each day in skies which were well within range of Japanese fighters, but into which the Japanese fighters never dared come.

AFTER the battle of Imphal and after the heroic decision had been taken to chase the Japanese retreat through the monsoon, General Slim again based his plans on the Dakotas. The Japanese in their dispositions once again, for the third time in one year, reckoned without our air power. The result was that the 5th Indian Division was able, during the so-called "close season" of the rains, to chase the Japs 160 miles down the Imphal-Tiddim road to Tiddim itself. Down on the ground the weather was unbelievable. "Impossible to fight in," said many. The road was in many places washed away; large slabs of rain-soaked mountain collapsed on it regularly; everywhere there was mud. Every stream was a river and every river a flood. But broken bridges and blocked roads meant nothing to the Dakotas. Every day they came through with supplies to the 5th Indian Division, while that Division achieved the impossible and pressed on through the rains.

Hundreds of miles away, to the north-east, another British column was forcing its way towards Mandalay—the 36th Division under Major-General Festing. These men were reaping the benefit of the Wingate expedition of 1944—an expedition which was almost entirely airborne, both in its original spearhead and in its maintenance. Wingate had

AUXILIARY FUEL TANKS go as cargo into an aircraft of R.A.F. Transport Command in Burma—where lines of communication are sketchy; most of the roads are impassable during the monsoon and almost everything is carried by air. *Photo, British Official*

used the air to plant his Chindits into what he called "the very guts of the enemy." At the time of writing we threaten Mandalay from the north and the west, but if it were not for the Allied control of the Burma skies it is doubtful if one British soldier would be standing within 200 miles of that city.

All of this is history, even if not widely known history. The question is, "What is our air power doing now?" In the immediate future the Allied air forces in South-East Asia Command have two main functions to perform. These are (a) to continue to relieve the tortuous and over-long land lines of communication to our troops by carrying as much of their supplies as possible to them by air; and (b) to prevent the Japanese from reinforcing and disposing of the remainder of his troops in Burma.

THE first main function continues to be fulfilled, and in the air war against Japanese communications we are having singular success. I think it is true to say that the Japanese can now hardly move a man or a vehicle along the Burma railways, roads and rivers during the hours of daylight. Their all-important supply railway, built with the sweat and agony of the prisoners of war, from Bangkok to Rangoon is a shambles. Our heavy bombers have ranged along every one of its 365 miles of single track, and any Japs that do go into Burma by this route walk far more miles than they ride.

Inside Burma itself things are even worse. Enemy traffic moving north from Rangoon towards the battlefields is bombed and shot at and attacked 24 hours a day. Night technique has been involved, and the bridge-busting technique too. When the Japanese were retreating eastward along the road from Kalewa to Yeu, every one of the 22 bridges behind them was broken by the special "bridge-busting" squadron.

Almost Resigned from the Fray

On the ground, the men of the 14th Army and of the Northern Combat Area Command have a comradeship and understanding with the flyers which transcends even the high degree of co-operation achieved on the Western Front. The air forces know that the Army depends on them for almost everything—even for the regular delivery of the SEAC daily newspaper. When the 3rd Tactical Air Force goes out to give close support to our fighting men, as often as not the ground troops know the names of the pilots who are doing the dive-bombing for them.

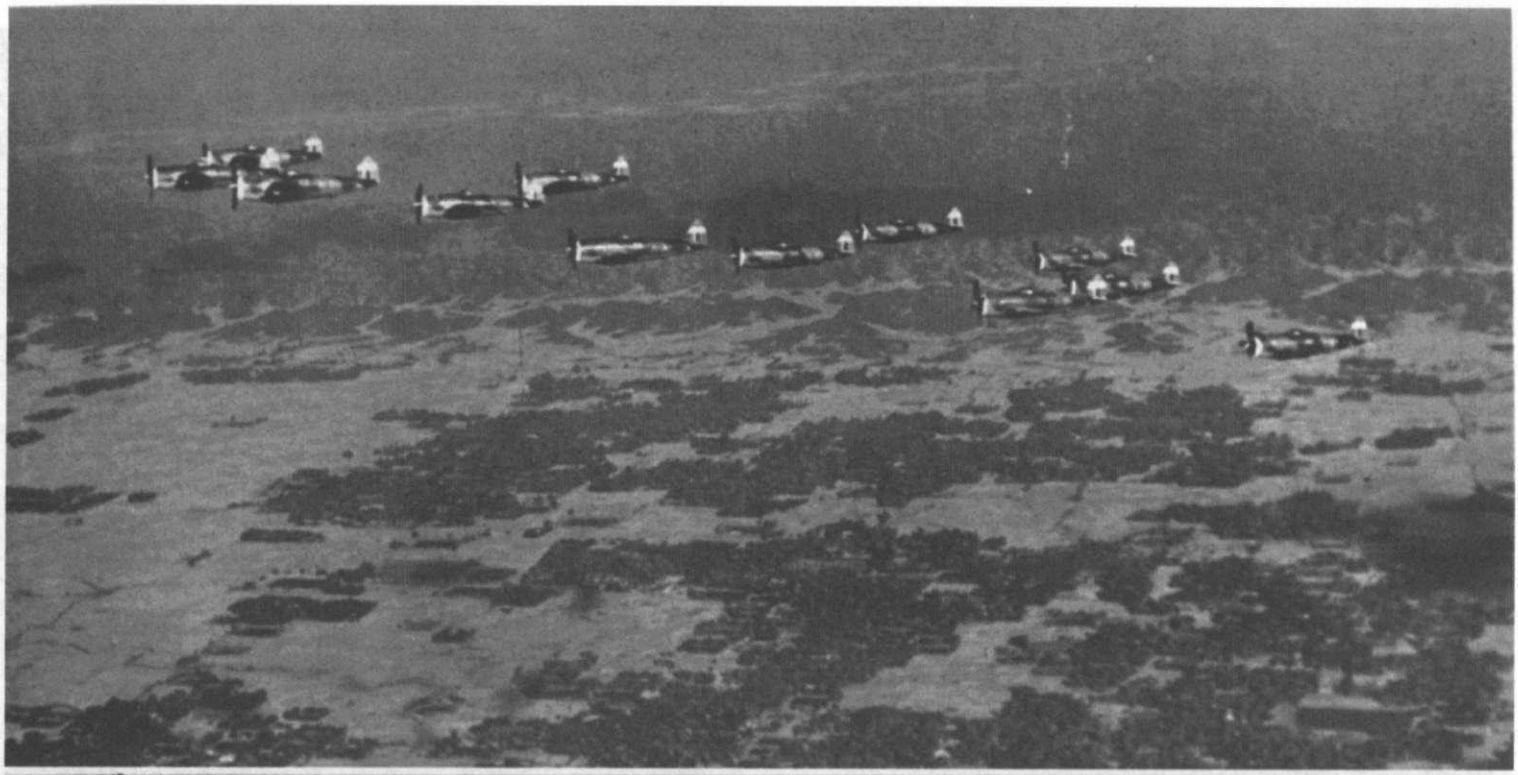
It is doubtful whether close support has elsewhere been brought to the fine art which has been achieved on the Burma front—bomb lines 30 yards ahead of our own troops have been given and accepted—and the job done with no mistakes.

"And what," you may well ask, "has the Japanese Air Force tried to do about this virtual air monopoly which we have established in the South-East Asia Command?" The answer, as far as we can see it up to the present, is that the Japanese Air Force has almost resigned from the fray. It has never recovered from the blow given it in the spring of 1944, when, in two months, the equivalent of the whole front line Jap air strength in Burma was wiped out either in the air or on its own aerodromes.

LET us be quick to say this is not because the Japanese are inferior pilots or have inferior aircraft. Their pilots are good and their aircraft are certainly more manoeuvrable than our own, though not so fast nor yet so heavily armed. What has cost the Japanese Air Force dear and has brought it to its present low strength of aircraft and of initiative is its High Command. We have, however, for the time being, established our air monopoly by virtue of better organization, better tactics and careful planning.

They may yet, of course, attempt to stage some sort of air come-back in Burma; because, unless they do, their final defeat on that front must appear to be as inevitable to them as it is to us. Today we have air bases at Akyab, at Shwebo and Tiddim; from these Mountbatten is free to strike. If the Japanese are to attempt to forestall our offensives they must make a serious attempt to regain some control of the air. On all the other Eastern fronts their air power is hotly engaged. In Tokyo urgent appeals are being broadcast to speed up aircraft production. "Have the Japanese enough resources to stage this come-back?" The answer is, "We shall see!"

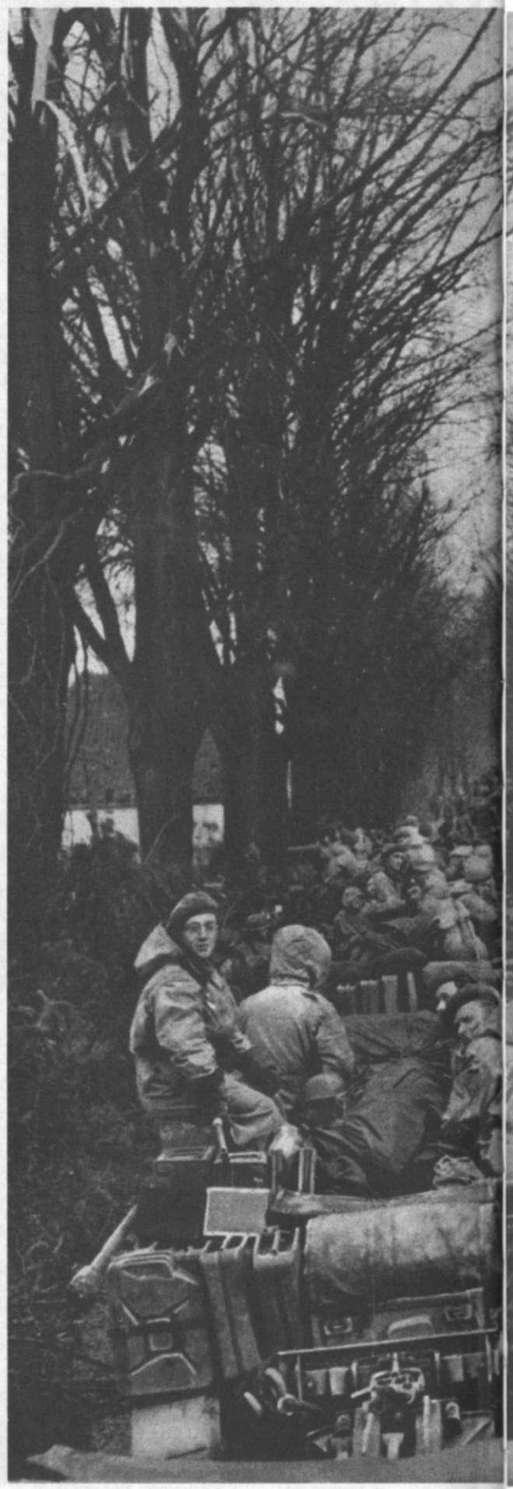
"Have they enough resources to check the air supremacy of Eastern Air Command?" The reply is, "No!" Bomb-blasted Mandalay is sufficient answer.



Photos, British Official

With Thunderbolts of Eastern Air Command

In the brisk rubbing-out of the Japanese blight in Burma, the R.A.F. is as ready to work closely with the infantry as it is to fly far afield on errands of its own. Thunderbolt fighters (top) help to clear the ground as well as the air. Members of another Thunderbolt squadron (bottom) are F/O L. A. Dennahy of Essex, indicating a target to (left to right) Flt.-Lieut. I. L. J. Lowen of Winnipeg, F/O P. C. Walker of Ottawa, and Flt.-Lieut. J. E. Franks of New South Wales.



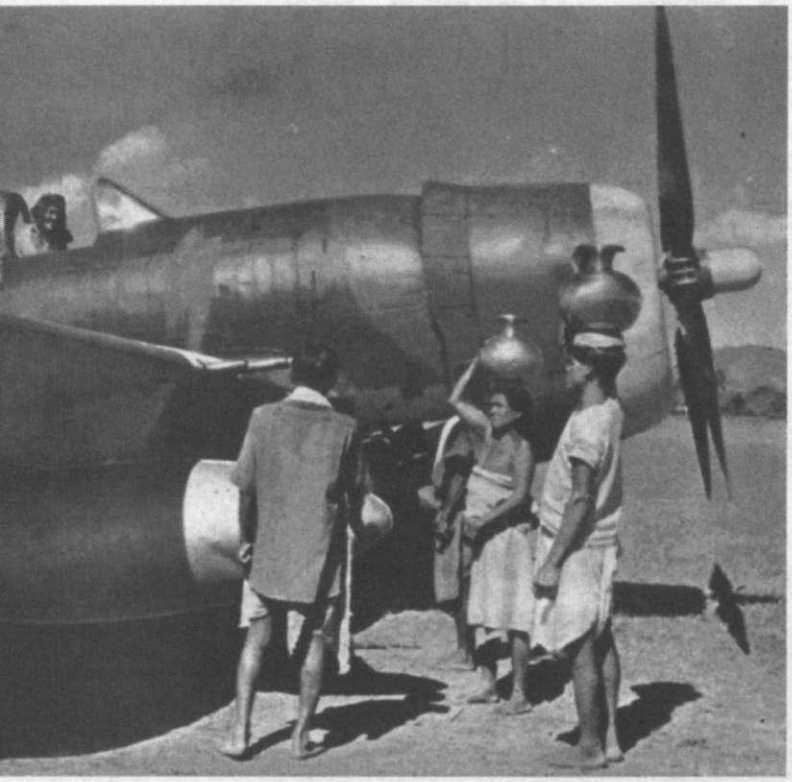
First German City to Fall to British Arms

Road and rail junction and enemy troop concentration area, S.E. of Nijmegen and beyond the Reichswald Forest, Cleves was captured by Montgomery's infantry and armour on Feb. 11, 1945. Bombardment flattened it, so that even Bren-carriers had difficulty in surmounting the rubble: here (top left) one is towed by an A.V.R.E. Churchill, with its powerful mortar. From this strongpoint at Cleves (bottom) our infantry extracted 90 prisoners, then checked up on captured equipment.

Photos, British Official, Associated Press

Massed to Enter Blasted Reichswald Forest

British and Canadians under General H. D. G. Crerar smashed through the horror that was the Reichswald Forest—barrage-blasted, thick with German defence posts, its roads incredibly muddy and potholed. Deep in its heart advance units were fighting when fresh British infantry rolled up to support them: crowded on tanks and anti-tank guns they jammed the approach road. The forest, along whose northern side runs the Siegfried Line, was cleared of the enemy by Feb. 13, 1945.



Burma Airstrips Bulldozed from the Jungle

Photos, British Official

Keeping pace with the advancing Allied battleline, R.A.F. airfields have a way of appearing from "nowhere." At a forward airstrip, local Manipur natives paused to stare at a Thunderbolt fighter with Flight-Sergeant F. W. Richard of North Harrow, Middlesex, in the cockpit (top left). Men of the R.A.F. Regiment (top right) go on guard. At the open-air "Ops" room of this airstrip (bottom) pilots of a R.A.F. Hurribomber squadron study their target maps.

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

As hopes of the war in Europe ending rise higher so we are shown more and more clearly what discussions and controversies will follow as soon as that happens. It has been suggested that an effort may be made to modify the Atlantic Charter and the plans for a new League of Nations, that "Power Politics" may return again, that we may even see traditional British effort to maintain the "Balance of Power" renewed.

Let us first of all get into our heads what these terms really mean. Power Politics means that each nation arms itself as stoutly as it can for its own protection in the event of its being attacked. The Balance of Power, which Britain tried to maintain during the 19th century among the large Continental States, was an equilibrium between groups of Governments united for their own special purposes, so that Britain, standing as it were in the middle of the see-saw and putting her weight now on this side, now on that, as circumstances required, might be able to maintain a well-poised position.

Well, that is generally regarded as having failed. And the failure to organize nations as the States of the American Union, or more loosely the component parts of the British Empire and Commonwealth, are organized must in some measure go to explain the undercurrents of the two world wars, though in both of these catastrophes the aggressor power was clearly Germany.

In order to prevent these catastrophes being followed by others, the rulers of the Allied nations have decided that a new and more energetic effort must be made to set up an international organization. This has met with little open opposition so far, but now there are plainly visible the beginnings of the campaign that is going to be carried on against it. The League of Nations which came into being after the war of 1914-18, and largely on the initiative of the U.S. President, was handicapped from the start by the abstention of the U.S.A., and unless whatever new international organization for peace that is erected has the fullest co-operation of the United States and the Soviets its ultimate power for world peace will be illusory.

I have just read a pamphlet containing articles from Blackwood's Magazine strongly denouncing the "delusion" that any world Council or Assembly could be of any value; and on top of that I have read also a book by Dorothy Crisp, Why We Lost Singapore (Dorothy Crisp & Co., Ltd., 12s. 6d.). Miss Crisp is a regular contributor to certain widely circulated newspapers in Britain and Australia, so what she has to say reaches a large number of readers. Her book might be described as a rather violent attack on those statesmen who have managed our affairs generally, not only for what they did in the past, which she believes led to the loss of Singapore, among other misfortunes, but for what she assumes they intend to do in the future.

I THINK myself she would have been better advised if she had stated her case more moderately. To abuse our Foreign Secretaries between the wars as "idiots whose heads should all be on chargers"; to say that "for the last generation the main aim of the Foreign Office has been to lessen and belittle the power of Britain and promote the humiliation of her subjects"; and to declare that "a child of three" could have improved on our Foreign Office dealings with Siam (Thailand), suggests weakness of case rather than strength of conviction. In another connexion she remarks scornfully that "any child of two" could have told General MacArthur what the consequences of making Manila an open city would be. She accuses the British War Cabinet in 1940 of not understanding "things which were apparent to the meanest political intelligence."

Such language will make readers who want facts rather than invective throw the book aside. But it should be read, and read through to the end. For it shows the line, as does the Blackwood pamphlet, which a good many people not without political influence may be expected to take.

Stated briefly, this line is that the British Empire should keep clear of all "entanglements" and lead the world towards "ordered life and stability." Miss Crisp quotes approvingly a speech by an unnamed public man who believed that, "in the English character there is more of real religion, more probity, more knowledge and more genuine worth than exists in the whole world besides." She also endorses, "Cecil Rhodes's ringing proclamation: 'We are the first race in the world and the more of the world we inherit, the better it is for the human race.'"

Was This Why We Lost Singapore?

HOLDING those views, it is natural that Miss Crisp should think Mr. Churchill made mistakes when he sent tanks and other equipment to Russia instead of sending them to the Far East for the defence of Singapore. "We lost Singapore," she writes, "because we supplied Russia." She accuses the Prime Minister and his Government of "steadily preferring to supply foreigners with arms instead of our own men." She blames them also for being more anxious in 1941 to make certain we should not have to fight Japan without the aid of the United States than "to ensure our being well-placed strategically in the East and our troops and supplies there being used to greatest advantage."

Whether we should have been better off if Japan had attacked us without attacking the United States and so bringing them into the war is, fortunately, not now a practical question. Miss Crisp has a low opinion of Americans in general. Their Presidents "think in terms of vote-catching" and the voters are half of them "foreigners." They believe they won the last war and "have a right to criticize us on any and every occasion."

JUST how far such sentiments towards America and Russia would animate the British Empire in giving a lead to the world cannot be foretold. Nor can we tell whether Miss Crisp's attitude towards the Chinese would be adopted. She tells us that to think of them as simple, gentle, honest, faithful, kindly folk is "rubbish—dangerous rubbish." They have not really been fighting the Japanese, Miss Crisp suggests, and the Japs are not doing much either, for they are as much in effective control of the country as any Chinese central Government has ever been. Between Chinese and Japanese she makes no distinction, as those who have lived in both countries invariably do. Both the British and American Governments were "completely fooled" about the war in China, and "they are keeping their people fooled now."

SOME who have read so far may ask how Miss Crisp can expect Britain to lead the world if British Governments are so gullible, so blind to our national interests. Evidently she looks forward to a drastic change of rulers among us. There must be, for example, "a regular holocaust at the Foreign Office," and in all departments of State some single person should be given power to purge them ruthlessly. It was, in her view, the fault of all of them that we lost Singapore. Diplomats and highly placed soldiers contributed equally to the disaster. The Colonial Office rebuked "the Governor of an important colony who communicated facts concerning the movements of U-boats" by telling him to "remember he was not Governor of the entire British Empire." The Ministry of Economic Warfare, with "between one and two thousand officials," has done nothing but "announce enemy 'shortages' that have been invariably disproved by events."

It is a long and fierce indictment, and no doubt some part of it is justified. How far such arguments will convince the electors we shall not know, of course, till the General Election is over.

AT DUMBARTON OAKS, U.S.A., where from August to October 1944 preliminary steps were taken in the formation of an international organization to maintain peace and security, discussions took place between (left to right) Sir Alexander Cadogan, head of the British delegation; Mr. Edward Stettinius, Jnr., chairman of the American group; and M. Andrei Gromyko, leader of the Russian delegates. *Photo, Associated Press*

Australia's Task in the South-West Pacific—

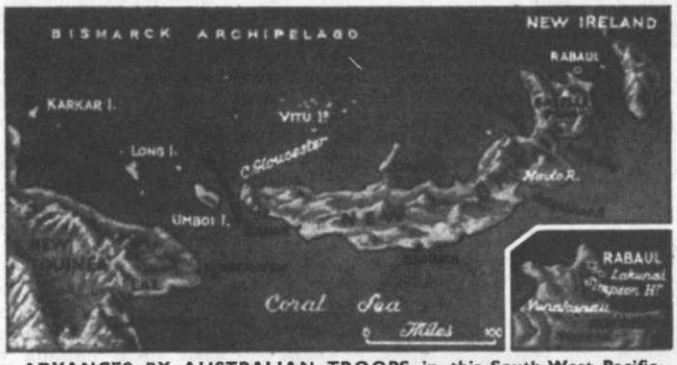
Now that Australian forces have taken over from the Americans in New Britain—turbulent-historied island, largest of the Bismarck Archipelago—the occupying Japanese are facing a bleakly final prospect. This article, specially written for "The War Illustrated" by ROY MACARTNEY, has the authority of the Australian Army Staff. See facing page and illus. page 663.

RABAUL, once Japan's most forward major base for the invasion of Australia, is again in the news. Australians have landed on New Britain in force and are closing in on the former capital of British mandated territory where 40,000 Japanese have lain skulking since by-passed by General MacArthur's northern drive more than a year ago.

The whole of New Britain, west of a line traversing the Gazelle peninsula between Open Bay and Wide Bay, is in Australian hands. Patrols pushing along the northern coast have encountered first enemy resistance in the area of Mavlo River. Other patrols in the Wide Bay area on the southern coast have closed within fifty miles of Rabaul without encountering first enemy outposts.

It is a bizarre war being waged between the aggressive Australians and the trapped Japanese in this South-West Pacific backwater, nearly three thousand miles behind the fighting on Luzon. Since the Allied landings on Arawe and Cape Gloucester, at the western tip of New Britain, late in 1943 and in January of last year, the enemy garrison have displayed remarkable resignation to playing little further part in the Pacific war.

Loss of Arawe and Cape Gloucester with their airfields also meant to the Japanese the loss of control of Dampier and Vitiaz Straits. Thereafter, New Britain with its large garrison was doomed to virtual isolation. A surprise Allied landing in the Admiralty Islands to the north-west in February 1944 completed the isolation of these enemy troops. Shortly after over-running the thousand enemy who offered mild resistance to the Arawe and Cape Gloucester landings, American troops moved east along the northern coast and occupied Talasea (March 10, 1944). With other forward outposts established on the south coast to protect their western foothold, the Americans were not disposed to worry further about the Japanese garrison. What was strangest of all, the Japanese garrison showed no inclination to worry about the Americans either!



ADVANCES BY AUSTRALIAN TROOPS in this South-West Pacific area are being maintained. New ground has been broken by them with unvaried success in New Britain and northern New Guinea after bloody, gruelling struggles. The Royal Australian Air Force has combined with ground forces to smash Japanese resistance.

Daily Air Drubbing for Rabaul

Instead there ensued a steady withdrawal of all their forces to the east. Gasmata, once a strongly held base on the southern coast, was voluntarily evacuated. By March of last year the bulk of the 40,000 enemy had withdrawn to the north of the Gazelle peninsula and were busy building up a string of fortifications across the narrow neck.

Although Allied ground policy in New Britain last year was passive, air policy was to the contrary. From January to March the full fury of the 5th Air Force based on New Guinea and the 13th operating from the Solomons, was unleashed against Rabaul and its four airfields which once harboured hundreds of Japanese bombers and fighters. American and Australian planes were over the town daily to give it its usual drubbing. Simpson harbour, which had once sheltered powerful units of the Japanese fleet, was cleared of shipping, only a few rusting hulks being left to rear their heads out of its troubled waters. Lakunai, Tobera, Vunakanau and Kopopo airfields, clustered around the harbour, suffered a terrible battering.

From the early days of January 1944, when sixty to seventy Japanese fighters opposed each raid, to the end of February when the enemy was unable to put a single fighter in the air to tackle the American and Australian bombers, his air force underwent an incessant ordeal. By March, Allied bombers were able to carry out their daily missions without fighter escort, such was the once-proud enemy's state of impotence.

TOKYO Official Radio, on March 11 of last year, broadcast in its home service an amazing dispatch from one of its Army correspondents in the beleaguered fortress which shows something of the real hysterical Japanese temperament. "Rabaul has become a ghastly terrific scene," he declared, "with insufficient planes to ward off the constant rain of bombs day and night. Even though we stay in shelters we are forced to cover our ears and eyes. When we climb out of the shelters we can see incendiaries floating down and painting the area a flaming red. One hero told me, 'I often think perhaps there are no more planes left in Japan and I worry greatly.'"

While 40,000 "heroes" prepared to repel an assault on Rabaul, Allied forces quickly furthered their drive towards the heart of Japan. From April to September 1944 swift landings at Aitape, Hollandia, Wakde, Biak, Noemfoor, Sansapor and Morotai carried the Allies clear of New Guinea and on to the doorstep of the Philippines. Quiet continued on New Britain, with the Americans content to cover their vital western bases and the Japanese to enjoy the seclusion of bomb-shattered Rabaul.

Effectively blockaded by air and sea, the only contact the garrison had with Japan, other than by wireless, was an occasional visit by a submarine. Key personnel and senior officers were evacuated in these underwater craft. The garrison was well supplied with arms, ammuntion and stores from the tremendous reserves which had been built up when preparations for further southward invasion were in full swing. Food stocks were not unlimited, however, and the Japanese began intensive cultivation of native gardens throughout the north-eastern tip of the island still in their hands.

Right through this period, Australian reconnaissance patrols had been active. Led by former residents of the mandated territory who knew the island thoroughly, they had been constantly probing right up to the defences which the enemy was constructing across the Gazelle peninsula. There was little enemy activity which was not soon known to Australian intelligence.

Early in October 1944 Australian troops, rested after earlier strenuous operations on the New Guinea mainland, took over from American troops at Talasea on the north coast, and the following month established a major base at Jacquinot Bay in the south. News that Australians had taken over full responsibility in New Britain was not released until January 1945. By early February Australian headquarters was able to report that what had previously been a thin vein of men stretching out from Jacquinot Bay towards the Gazelle peninsula, was now a "thick, healthy artery."

Garrison Was Stormed by 17,000

When the Japanese swept southward in January 1942, the port which promised to make such a fine naval base was pitifully, inadequately defended. It was garrisoned by only 1,400 Australians and in its defence had only two 6-in. guns (destroyed in the first enemy air raid), protected by five obsolete Wirraways—Australian-built army co-operation machines. Displaying tragic heroism, the Wirraway pilots opposed the first intensive attack on Rabaul on January 20 by eighty Jap planes. They accounted for two enemy machines before every one of their planes was shot out of the sky.

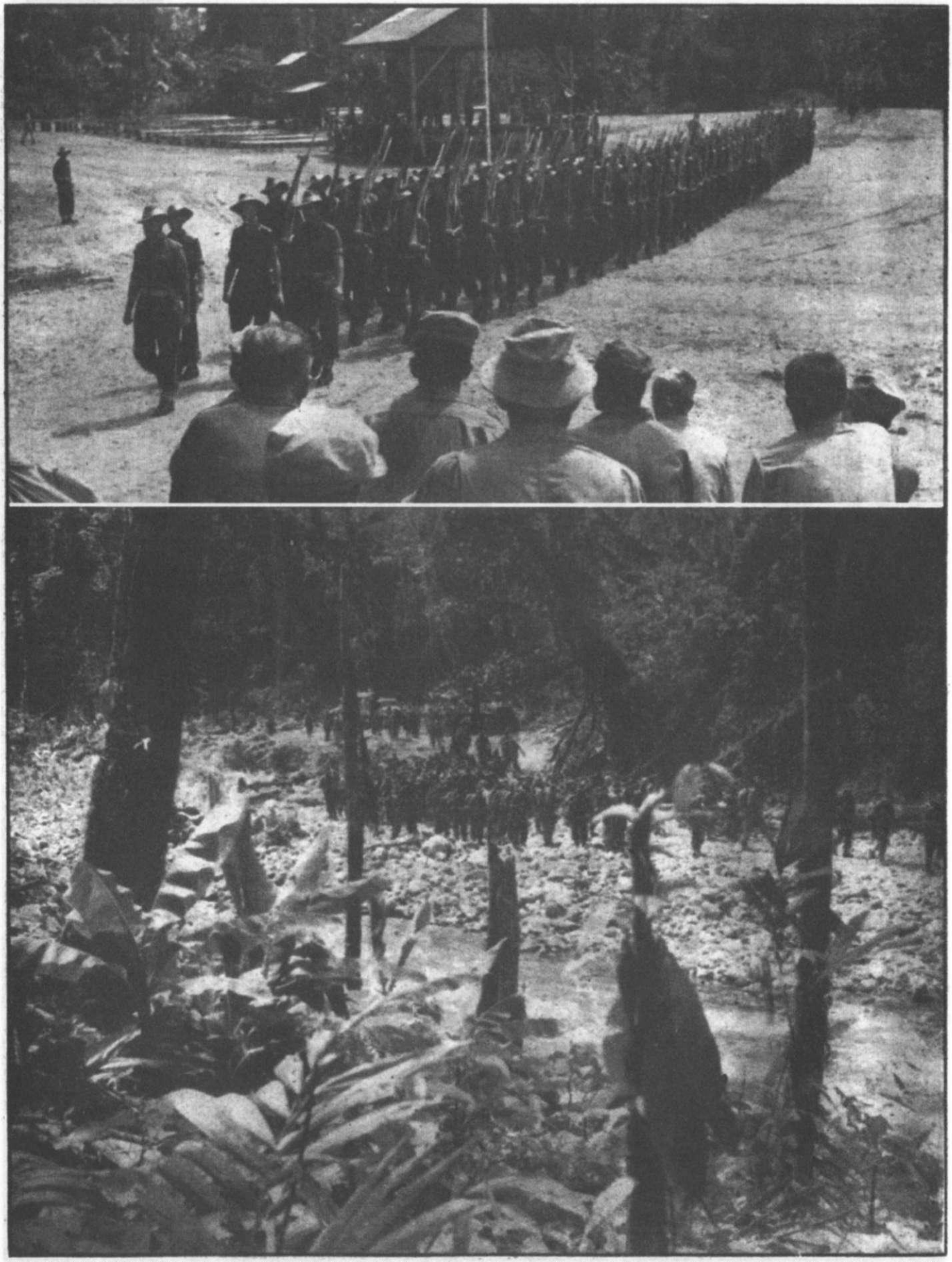
Seventeen thousand Japanese stormed the garrison the following day and overran their rich prize without a great deal of trouble. Only a few of the officers of the Australian garrison have been since listed as prisoners of war. Nothing has been heard of most of the rank and file who defended the ill-fated base. A handful escaped to the west through some of the wildest jungle in the world. Many of the Australians who did get back to their own forces are among those today fighting in New Guinea!

Headquarters of the Japanese South Seas Expeditionary Force were established at Rabaul. No other base in the Pacific has been more expensive to the enemy. It proved a suppurating sore which helped greatly to drain away the early Japanese aerial and naval superiority. It was the base from which the convoy, repelled in the Battle of the Coral Sea (May 1942) set out on its apparent attempt to invade north-eastern Australia. It dispatched the ill-fated Milne Bay expedition in August, and fed the skies over Guadalcanal in the autumn of 1942 with constant reinforcement of planes quickly eaten up by superior American aircraft.

THE crushing defeat of the Bismarck Sea battle was inflicted in March 1943 on a large convoy which the enemy tried to slip forward from Rabaul to reinforce Lae and Salamaua (see page 747, Vol. 6). Enemy shipping lost in Simpson harbour, together with the number of planes destroyed over Rabaul, would present staggering figures.

Forty thousand Japanese today ring Rabaul, left with only the mangled remains of hundreds of fighters and bombers and the shattered dreams of the Greater East Asia Co-Prosperity Sphere they once planned to establish. Now they, like millions of decent people before this war, desire only to be left in peace. But Australians on New Britain are determined to see to it that their last days on the island will not be memorable for their tranquillity.

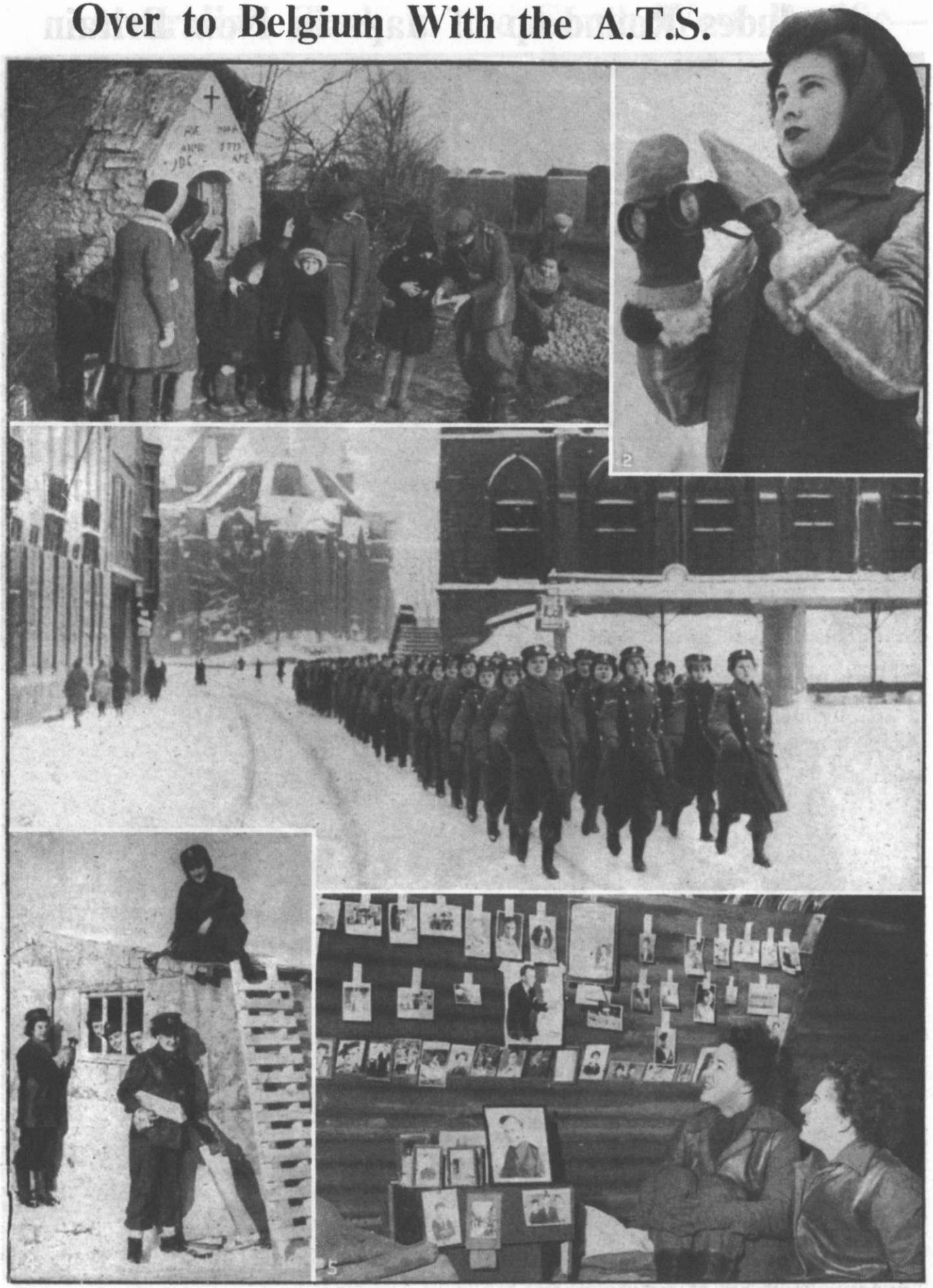
—Includes Round-up of Japs in New Britain



MAIN RESPONSIBILITY NOW OF AUSTRALIAN TROOPS in Pacific islands is the clearing of by-passed areas, fanatically held by large and well-organized enemy forces. Elimination of these—an extraordinarily difficult task, because of the nature of the country—calls for skill and superb fighting quality. Australian infantry (top) in a march-past ceremony after formally taking over from U.S. comrades-in-arms. At Jacquinot Bay, New Britain, an Aussie advance party (bottom) heads into the jungle. See also facing page.

Photos, Military History Section: Australian Army

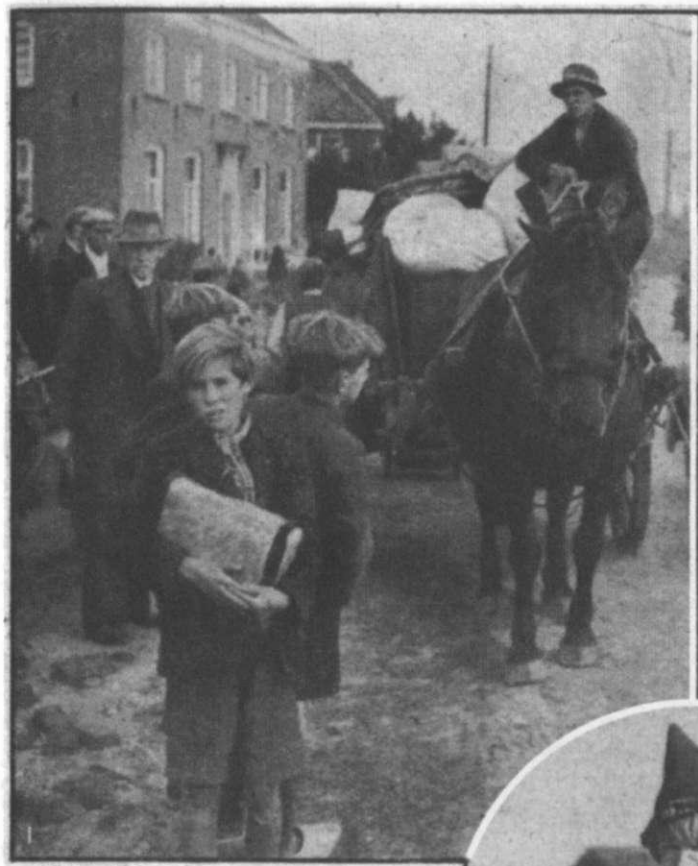
Over to Belgium With the A.T.S.



FIRST MIXED A.A. BATTERY FOR OVERSEAS SERVICE was one which helped to defend Britain in the blitz. Some of its girl members chat with Belgian children by a wayside shrine (1) near their new gun-site (in the centre, Junior Commander Mary Churchill). Private Marie Smith, of Barnet, on look-out (2). En route through snowclad Ghent (3) to their sice where they help to build their own quarters (4). The Smith twins, of Didsbury, Manchester, with their pin-up gallery (5). This particular battery numbers 250 A.T.S. girls and 70 men.

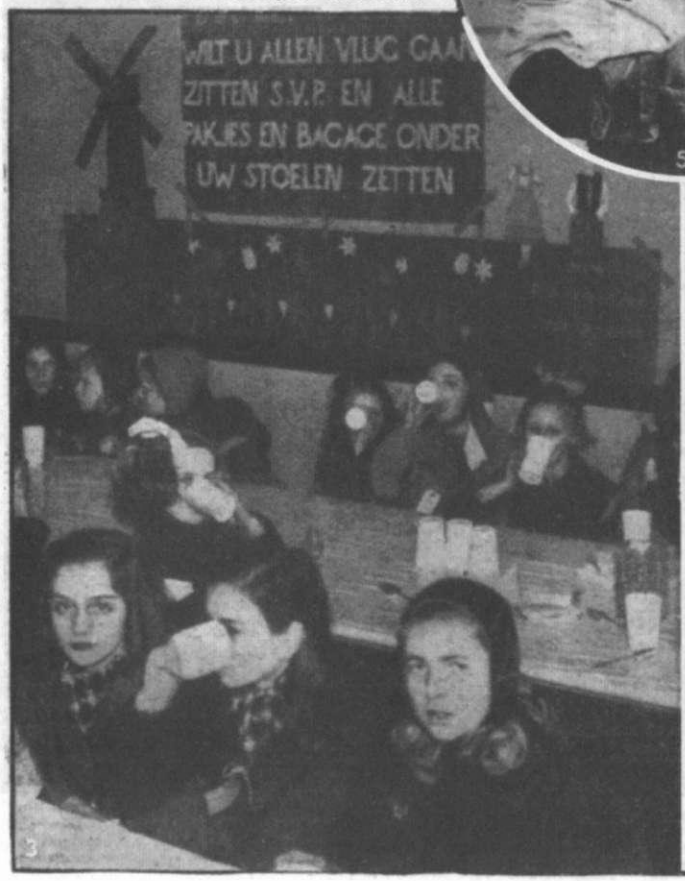
Photos, British Official

War-Stricken Dutch Children Happy in Coventry

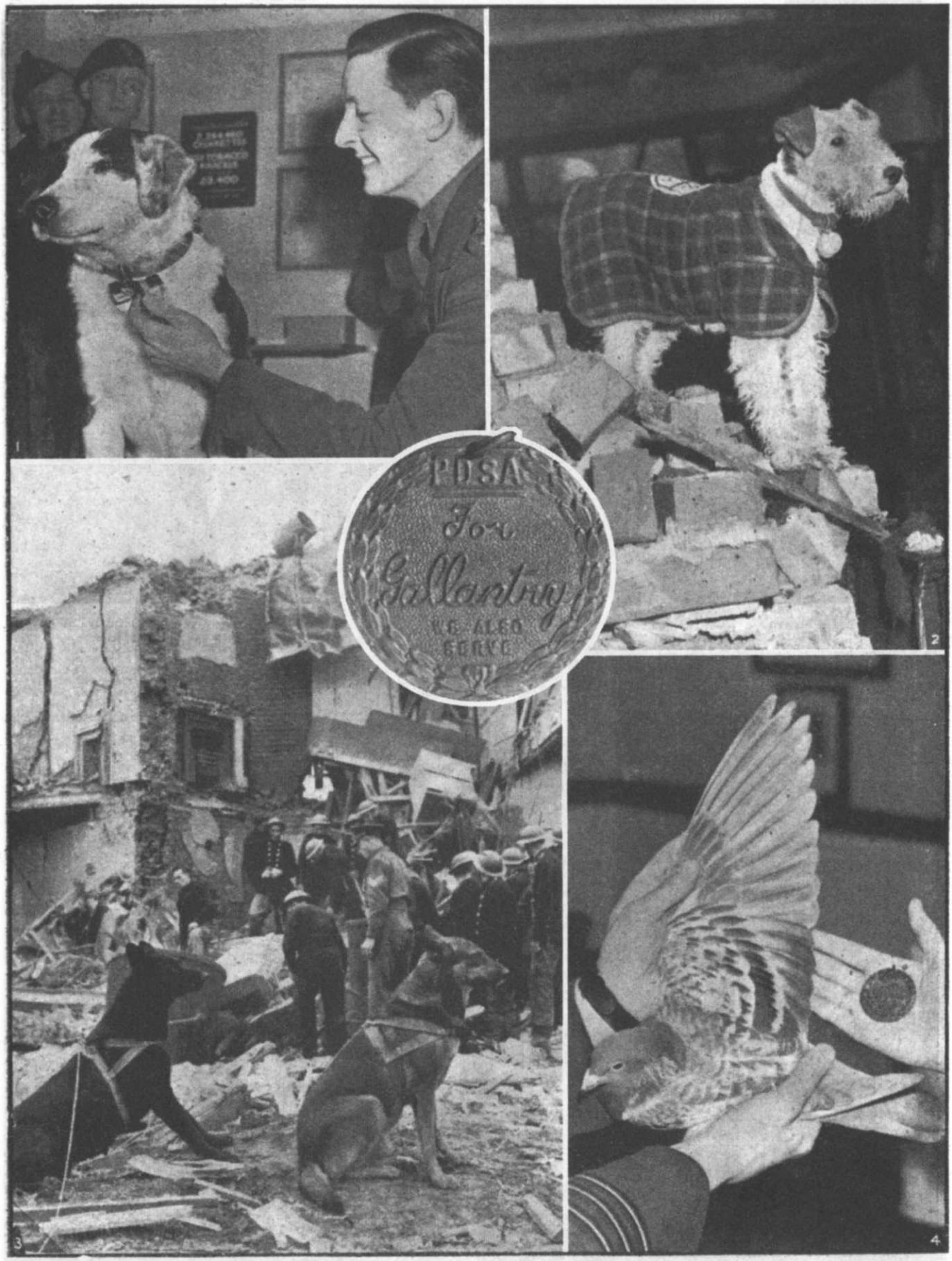


FIVE HUNDRED HOMELESS youngsters from battlefront towns of the Netherlands, adopted by Coventry, arrived in England on Feb. 11, 1945. After two months in a country hostel as guests of the citizens of that city all the children will be billeted-out in private homes. Awaiting transport in a Dutch village (1). At Coventry they were welcomed by English schoolgirls with smiles and handshakes (2). Their first breakfast (3) was served against the background of a Netherlands fresco and simple instructions in their own tongue. Sabot-shod comrades (4) triumphantly bore off their issue of new clothes, as did the grinning little girl (5) whose quaint garb had been made from a blanket.

Photos, Pictorial Press, Topical Press, Keystone, New York Times Photos



Brave Birds and Animals Have Their Own V.C.



CAPTAIN PHILIP SIDNEY, V.C., PRESENTS "BOB," cross-bred collie (1)—saver of many 8th Army men's lives—with the Dickin Medal for Gallantry (inset), known as the animals' and birds' V.C., and awarded by the People's Dispensary for Sick Animals. Other medallists include six-year-old terrier "Beauty" (2), rescuer of 63 people buried in London raids; "Jet," an Alsatian seen (3-left) on a bomb-site, also searches for victims; "Winkie," R.A.F. messenger pigeon (4), saved the crew of a bomber down in the sea. PAGE 696 *Photos, Topical, Associated Press, Fox*

I WAS THERE! Eye Witness Stories of the War

It's a Watery War on Our Part of the Front

The first seven days spent in Germany by General Crerar's British and Canadians, following the grand assault south-east of Nijmegen on Feb. 8, 1945, are summed up here by The Daily Express war reporter Paul Holt. His story from the Western Front is dated Feb. 16. See also illus. pages 688-689.

WE have turned the original Siegfried Line and its supporting Kriemhild Line from the north and now, seven days after the attack, the British and Canadian forces have a sure foot in Hitler's dying Third Reich. There is devastation here worse than any I saw in Normandy, Belgium or Holland, save maybe for the town of St. Lo. This is the death we are bringing to the Germans. The longer they resist us the wider still the devastation must spread.

Back in Holland a week ago I saw the graves of German soldiers. They were neat. They had the cross at the head, the helmet on the breast, and round the graves white tape, fluttering a warning lest tanks coming on should disturb the soldiers whose battle is done. But here in Germany the German dead lie in the rain, for nobody has had time to bury them. There is more work to be done by the living.

Now we have that dreary Reichswald Forest behind us. In it, behind the fighting, the Gordons, the East Lancs, the Welshmen, the Somerset men, the Seaforths sit round pine fires and brew up their tea, waiting for the next battle to begin. The shattered trees cry and crack over their heads and the mud of the tracks on which their lives depend bubbles greasily.

The first tank into Cleves, first city of the Reich to fall to British arms, veered its great gun warningly from window to window. The turret top was down. But round the muzzle of the gun was spiked a four-by-four picture of Hitler, and perched on the "fender" of the tank there rode a happy little man with a blazing petrol tin, brewing up the tea.

So wet is this battle that the troops now call their commander Admiral Crerar. The men mostly sing the Bing Crosby ditty, "Or would you rather be a fish?" The wounded come back from the battle front riding high in ducks across the floods. The general directing the battle wears fisherman's waders, a paratrooper's camouflage smock and fisherman's jersey.

At any hour you are likely to meet Field-Marshal Montgomery among the floods. Then this happens: A patient column has been waiting on the road for many hours. The flood laps slowly at the wheels of the lorries, rising higher. The troops jump from fender to fender, singing out, "Aye, aye, sir!" and less printable nautical remarks.

Suddenly, along the sodden road marked "Cleared of mines only to verges," there comes a busy little jeep with a great red light flashing on and off by the radiator. Two grim-looking M.P.s with red caps ride the bumps with stiff backs. Behind them comes the biggest car I ever saw, shining black and shining silver with an outsize Union Jack fluttering at the bonnet. And inside alone sits Monty, who never misses a salute.

GEN. H. D. G. CRERAR, C.B., D.S.O., whose Canadian 1st Army mounted a full-scale offensive in the Nijmegen sector of the Western Front on Feb. 8, 1945, drives his jeep—when floods permit. **See col. one.** *Photo, Planet News*

In the upland, where our gliders landed at Arnhem time, there are search-parties out, for although the Germans have been here now for four months, they did not bury our dead. In the rich and gloomy suburban houses of Cleves there is no sign of war shortage. The linen is good and ample. The black-out material is neat and good. The kitchenware is perfect.

Talk of the week here has been the fight of the Seaforths against the paratroops to the south around Gennep. The Jocks had their pipers playing at full blast in the forest to pin the attention of the enemy while they sent a company round to take them in the rear. The Jocks went in with bayonets and took heavy losses, but won the day.

It has been fighting like the American Civil War in the forest, with both sides

AT THE CORNER OF HERMANN GOERING STREET in the Rhineland town of Cleves (centre) a keen-eyed British infantryman watched for snipers. Before retreating across the Rhine in the face of our offensive early in February (story in this page), the enemy breached the swollen river-banks, flooding large areas, including the main roads. Here—as seen from the air—is the highway from Nijmegen to Cleves, along which splash DUKW amphibious trucks (" ducks ") carrying supplies. *Photos, British Official, Associated Press*

FIELD-MARSHAL MONTGOMERY, jeep-riding to forward positions on the Western Front in Feb. 1945, was caught in a mud-cluttered traffic jam. The fall of Goch in this area on Feb. 20 and of Calcar on Feb. 27 laid open a vast stretch of Reich territory where 50 German battalions were reported to be facing the British forces. *Photo, British Official*

coming out into clearings, seeing the enemy, and charging resolutely. The infantry have been predominant. The Nazis are fighting well, almost as well as we do. They have boys of 18 in their paratroop units against our boys of 18 who have taken the place in the "cutting edge" of the British infantry of the men lost since D-Day.

The German boys are fighting well because they do not know any other way to live. They lack any picture in their minds of a world at peace, and do not want the quiet way. It is an asset to be added to the tally of this offensive that we have brought elements of seven German divisions to the battle to be beaten west of the Rhine.

How the Parachutists Came Down on Corregidor

Island fortress at the mouth of Manila Bay in the Philippines (see map in page 629), Corregidor was the Allies' last stronghold in the Western Pacific when it fell to the Japanese on May 6, 1942. On Feb. 16, 1945, U.S. troops under Corregidor's old commander, General MacArthur, made a successful come-back, as told by News Chronicle war correspondent Dickson Brown.

After three days of almost continuous daylight bombardment from the air and sea, American paratroops and ground forces stormed this island fortress early today. In the past days Corregidor has taken a terrific pounding, during which more than 2,000 tons of bombs and shells have rained down on the island.

Zero hour was at 8.30 a.m. Just before the landing was due, Liberators and Bostons went over the fortified areas, dropping heavy bombs, incendiaries and anti-personnel bombs, while a protective screen of fighters circled overhead and a swift-moving fleet of P.T.s went close inshore. Shortly after 8.35 the first C47 Douglas transport planes, carrying troops, were sighted.

As far as the eye could see from the flagship were transport planes, stretching for miles in a line. The last-minute bombing was like one prolonged explosion, with smoke, flames and dust rising high into the air. When this cleared, against a background of clouds, the first 47s sailed in low and parachutists were soon seen floating down where only a few minutes ago the bombs had rained. White, green, red and yellow parachutes opened every second as each Douglas loosed its human cargo.

Our flagship lay only 4,000 yards from Corregidor's shore. Surrounding us were invasion landing-craft of all descriptions, while, forming a protective screen farther out, were the cruisers, destroyers and mine-sweepers. As the parachutists descended the fleet of 47s circled overhead, together with plenty of P 38s.

Slightly to the east, in apparently never-ending formations, Bostons were diving low, strafing areas in an effort to cut the island in two and prevent the Japs from rushing up troops to the high ground on the western extremity, where the paratroops were just then descending.

Aboard the flagship the crew and the commanding admiral, Rear-Admiral Arthur Dewey Struble, remained on the alert as from the loudspeakers came the warning: "Be on the look-out for floating mines!"

1,000 Descended in 40 Minutes

Bostons still kept coming over, and I was near enough to see their guns open up as they dived low and then turned and swooped up. More smoke came up from the strafed and bombed area, while the paratroops kept coming down, some appearing perilously near to falling into the sea. Some actually hit the steep barren cliffs and were seen to scurry or slide down to the beach, where the watchful P.T.s were on the look-out for them.

In 40 minutes 1,000 paratroops descended with supplies and equipment on the high fortified ground where before the war the Americans had most of their defences. So far as can be ascertained at the moment not a single shot has been fired by the Japs.

But the paratroops are not the only invasion forces. The flagship, at the head of the task force, has taken up its position and is leading hundreds of invasion craft to a selected spot near San Jose, on the southern side of the island, where the boats will disgorge the ground forces.

At this point there is a fairly good landing beach and a small jetty which the bombardment has fortunately spared for our own use. It is now 10.30 and the first craft have made for the shore in a calm sea where no Jap warship sails and under a blue sky where no Jap plane flies.

Now the first signal from the shore has come, giving the pleasant news that the landing on the fortress of Corregidor has been accomplished without opposition.

Rear-Adm. ARTHUR DEWEY STRUBLE, U.S. Navy, in charge of operations off Corregidor—see story above. He also commanded the great U.S. convoy during the Mindoro landing on Dec. 15, 1944. *Photo, Associated Press*

I Watched Koniev's Tankmen Cross the Oder

First bridge-heads over the River Oder were gained by Marshal Koniev's troops south-east of Breslau on February 4, 1945. How infantry scrambled across to a foothold on the western bank and armour and guns were ferried over the ice-covered river to support them is told by Lieut.-Col. K. Bukovsky, of the Red Army, by courtesy of Soviet War News.

It was a frosty day. The tank crews took off their furlined "cover-alls," rolled up the oily sleeves of their tunics, and started to fell trees in the woods. They lopped off the branches and hauled the logs down to the bank. German shells crashed into the woods from time to time. The tankmen flopped down, then grabbed their axes and got busy again.

I confess that at first I could not guess what they were intending to do. Surely they could not be building a bridge—there were no piles in the river. And it seemed absurd to build rafts in winter. The ice was thick enough to impede a raft, though too thin to bear a man's weight. Anyway, what raft could carry a heavy tank?

Meanwhile, the infantrymen were busy on their own account, building something that was neither bridge nor raft—something they called a siege bridge, a flimsy affair, but it served to get them across the bending, cracking ice. Beyond the river, they at once engaged the enemy. Fresh German divisions were rushed to the Oder. Tanks and infantry poured along the highways and railways from the heart of Germany, even from Holland. The panzers tumbled off the train at the nearest railway stations and careered towards the river.

It was clear that our infantry, no matter how high their courage, could not hope to do more than hold the small bridge-head they had established on the enemy bank. If they were to advance and widen their foothold, the punching strength of armour would have to be added to human daring and skill. And now the feverish work of the tankmen in

the woods bore fruit, and my curiosity was satisfied. The crews dragged two large barges down to the river and launched them, smashing the ice by the bank. A log platform connected the two. This contrivance, neither raft nor ferry, answered the purpose best under the circumstances. It was a little over one hundred yards to the opposite bank. The tankmen reckoned to manage without a cable by breaking up the ice in front, and pushing along the edges of the ice corridor they had made.

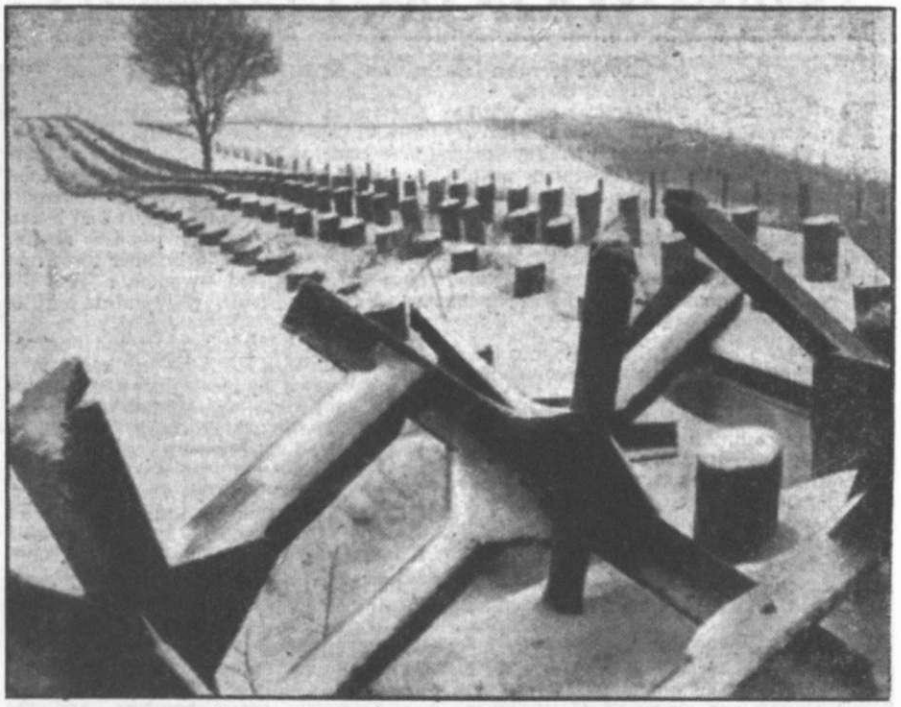
At last everything was ready. It only remained to roll the first tank on to the log platform linking the barges. The tankmen, to keep their spirits up, called this clumsy, shaky affair "the battleship," but I could see that they were keeping their fingers crossed. Would the thing tip over? Or would it simply settle on the river bottom, together with the tank?

We all held our breath. The barges slumped heavily under the weight of the tank, and rocked violently. Pieces of broken ice tumbled inside. Then the rocking stopped, and we breathed again. The barges stayed on the surface. They were going to get the armour across all right.

Meanwhile, the infantrymen, dug in on the far bank, resisted all attempts to press them back into the water. Next morning a gun turned up—it had been ferried across on logs. Half-an-hour later, men with armour-piercing rifles crawled up and lay down beside the tired infantrymen. The mortar crews dragged their cast-iron mounts across the ice on the end of ropes. Self-propelled guns made the trip on the stout little contraption that had brought the tanks across—by this time everyone had dropped the nickname "battleship" and was calling it affectionately and not inappropriately "Noah's Ark."

The sight of all this material was a real tonic for the infantrymen. They went into the attack in high spirits, widened their hold along the river, and joined up with a series of similar footholds to left and right, forming a place d'armes of respectable size.

About this time a big tank clash occurred. More than a hundred enemy tanks rushed the Soviet infantry positions in an attempt to break through to the crossings and reach a town where a large German garrison was surrounded. The danger that the bridgehead would be sliced in two was averted by the Soviet tankmen, whose intervention turned what the Germans had fondly thought to be a wedge into a sack. After several hours eighteen enemy tanks were burning in the fields, while the rest raced up and down the sack, looking for a hole!



MASSIVE TANK OBSTACLES forming an apparently impregnable defence line confronted troops of the late Army-General Cherniakhovsky's 3rd White Russian front approaching Neidenburg in East Prussia, in Jan. 1945. But the city fell. Even a broad river may prove as ineffective when determined tankmen confront it, as told in the story commencing opposite. *Photo, Pictorial Press*

OUR DIARY OF THE WAR

FEBRUARY 14, Wednesday *1,992nd day*

Western Front.—Gen. Crerar's troops repelled four enemy counter-attacks east and south of Reichswald.

Air.—Daylight attacks by U.S. bombers on Dresden, Chemnitz and Magdeburg. Chemnitz bombed at night by R.A.F.

Russian Front.—Koniev's troops captured more Silesian towns west of the Oder, including Neusalz. Zhukov's forces completed capture of encircled city of Schneidemuhl.

Burma.—14th Army troops began most southerly crossing of Irrawaddy, near Pagan.

FEBRUARY 15, Thursday *1,993rd day*

Western Front.—Canadian 1st Army on 10-mile front on west bank of Rhine. Kessel captured, S. of Reichswald.

Air.—1,100 Fortresses and Liberators bombed Dresden, Cottbus and Magdeburg.

Russian Front.—In the Oder loop, Marshal Koniev's troops captured Grunberg in Silesia and Somerfeld and Sorau in Brandenburg.

Philippines.—Allied forces made amphibious landing on Bataan peninsula.

Far East.—Nagoya, Japan, bombed by Super-Fortresses from Marianas.

FEBRUARY 16, Friday *1,994th day*

Air.—More than 1,000 U.S. bombers attacked benzol plants and oil refineries in the Ruhr, and railway yards at Hamm, Osnabruck and Rheine, R.A.F. bombed Wesel, on east bank of Rhine.

Russian Front.—Koniev's troops reached River Bober west of Grunberg and completed encirclement of Breslau.

Philippines.—U.S. parachute and ground troops landed on Corregidor.

Japan.—More than 1,500 U.S. carrier-borne aircraft bombed airfields and other targets round Tokyo.

Sea.—Announced that at least two U-boats were sunk during recent passage of convoy to Russia; no ship attacked.

FEBRUARY 17, Saturday *1,995th day*

Air.—Railway yards at Frankfurt-on-Main and Giessen bombed by U.S. aircraft.

Russian Front.—In East Prussia Red Army captured Wormditt and Mehlsack, south-west of Königsberg.

Burma.—British and Indian troops of 15th Indian Corps made another landing on Arakan, at Ruywa.

Japan.—Tokyo area again bombed by U.S. carrier-borne aircraft.

FEBRUARY 18, Sunday *1,996th day*

Western Front.—3rd Army troops broke through belt of Siegfried Line north-west of Echternach.

Russian Front.—Sagan on River Bober captured by Koniev's troops. Germans counter-attacked between Stargard and Landsberg in Pomerania, and on Danube near Komarno.

General.—Army-Gen. Cherniakhovsky died of wounds on East Prussian front.

FEBRUARY 19, Monday *1,997th day*

Western Front.—Scottish infantry broke into Goch, S.E. of Reichswald.

Air.—U.S. bombers attacked railway yards at Munster, Osnabruck, Rheine and Siegen. At night R.A.F. bombed synthetic oil plant at Bohlen and communications centre of Erfurt in Saxony.

Russian Front.—German garrison at Königsberg counter-attacked in attempt to clear road to Pillau.

Pacific.—U.S. Marines landed on Iwo-jima in Volcano Islands.

Japan.—Tokyo bombed by Super-Fortresses from Marianas.

FEBRUARY 20, Tuesday *1,998th day*

Air.—Heavy daylight attack on Nuremberg marshalling yards by U.S. bombers. At night R.A.F. bombed Dortmund, and oil refineries near Düsseldorf.

Mediterranean.—Thunderbolts of M.A.A.F. attacked railway yards at Berchtesgaden.

Russian Front.—In Brandenburg, Red Army captured Crossen, 30 miles south of Frankfurt-on-Oder.

Sea.—Aircraft of Coastal Command struck at E-boats attempting to attack Allied shipping on way to Antwerp.

FEBRUARY 21, Wednesday *1,999th day*

Western Front.—U.S. 3rd Army made surprise thrust into Moselle-Saar triangle and entered Saarburg.

Air.—Another heavy attack on Nuremberg by U.S. bombers. At night R.A.F. bombed railway centre of Worms.

Russian Front.—Czersk, 45 miles from Danzig, captured by Red Army.

FEBRUARY 22, Thursday *2,000th day*

Western Front.—U.S. 3rd Army crossed Saar at several points below Saarburg; Vianden and Dasburg taken.

Air.—Allied air forces from Britain and Mediterranean made biggest bid to wreck German rail system to West and Italian Fronts.

Russian Front.—South of Guben, in Brandenburg, Red Army troops reached River Neisse.

FEBRUARY 23, Friday *2,001st day*

Western Front.—U.S. 1st and 9th Armies launched offensive across the Roer east of Aachen.

Air.—U.S. bombers attacked railway junctions between Kassel, Leipzig, Regensburg and Stuttgart. R.A.F. bombed Essen and Gelsenkirchen by day, Pforzheim at night.

Russian Front.—Poznan captured by Red Army after month's siege. Encircled town of Arnswalde, Pomerania, also taken.

General.—Turkey declared war on Axis.

FEBRUARY 24, Saturday *2,002nd day*

Air.—U.S. bombers attacked oil refineries at Hamburg, Harburg and Misburg, and U-boat yards at Hamburg and Bremen.

Philippines.—U.S. troops completed occupation of Manila.

FEBRUARY 25, Sunday *2,003rd day*

Western Front.—1st and 9th Armies broke into Cologne Plain; Duren and Julich captured.

Russian Front.—In Pomerania, Red Army captured Preussische-Friedland.

Japan.—Tokyo again attacked by U.S. carrier aircraft and Super-Fortresses.

FEBRUARY 26, Monday *2,004th day*

Western Front.—Canadian 1st Army resumed offensive round Calcar, U.S. 1st Army reached Blatzheim, and 9th Army pushed into Erkelenz.

Air.—In biggest daylight attack of the war on Berlin, U.S. bombers dropped 3,000 tons of high explosive and incendiaries. R.A.F. bombed Dortmund.

Burma.—Capture of Pagan, S.W. of Mandalay, announced.

FEBRUARY 27, Tuesday *2,005th day*

Western Front.—3rd Army troops entered Bitburg, N. of Trier. Canadian 1st Army captured Udem and Calcar.

Air.—Forts and Liberators bombed Leipzig and Halle, while R.A.F. bombers made daylight attack on Mainz.

Russian Front.—Rokossovsky's troops drove into Pomerania.

★ Flash-backs ★

1941

February 25. *Mogadishu, capital of Italian Somaliland, captured by East and West African troops.*

1942

February 15. *Singapore surrendered to Japanese. Large-scale Japanese landing in Sumatra, Netherlands East Indies.*

February 19. *First Jap raids on Port Darwin, Northern Australia.*

February 27. *Battle of Java Sea began; Allies lost cruisers Exeter, Perth, Houston, Java and De Ruyter and six destroyers.*

1943

February 14. *Capture of Rostov and Voroshilovgrad by Red Army.*

February 15. *Germans attacked the Faid Pass (Tunisia) and penetrated American positions.*

February 16. *Kharkov, gateway to the Ukraine, taken by Red Army.*

1944

February 15. *Cassino Abbey was bombed and bombarded.*

February 16. *Russians recaptured Staraya Russa, S. of Lake Ilmen.*

February 22. *Krivoi Rog, in Dnieper Bend, recaptured by Russians*

THE WAR IN THE AIR

by Capt. Norman Macmillan, M.C., A.F.C.

BOTH strategic and tactical air warfare increased in scale during February 1945 in all theatres of war. The failure of the Luftwaffe to defend Germany against the increasing blows of the Allied air forces was a certain pointer to the inevitable, and accelerating, disintegration of German air power. At this stage of the war it is difficult to say which of the contributory factors has been most potent in bringing about the wane of German air-to-air defence.

There have been (1) the continuous blows of Bomber Command against German industry; (2) the destruction of German aircraft in the air and on the ground by the U.S. Army 8th, 9th and 15th Air Forces, and their determined attacks upon the German aircraft assembly plants; (3) the combined R.A.F. and U.S. attacks upon German fuel plants and storage tanks; (4) the assault by strategic and tactical aircraft against the German rail, road, canal and sea communications; (5) the deterioration of German aircrew training resulting in less efficient tactical handling of the defence; (6) the earlier German switch from day to night fighter defence, resulting in poverty in day fighter aircraft and aircrews; (7) the overrunning of German training airfields in Silesia and Pomerania by the Red Army; (8) the concentration of German industry upon V1 and V2 weapons and A.A. guns.

It is now the exception to find German aircraft over the zone of Western Europe from which the Wehrmacht has been driven. When a Nazi aircraft or small formation does come over there is terrific competition among Allied pilots to score a kill.

HANDLING of Air Forces Not an Art with Nazi Commanders

Yet, if a small air force is well handled it can achieve much. That was demonstrated in the battles of Britain, Malta and North Africa. The German commanders do not appear to have learned how to handle air forces. In the past they literally threw them away. Recently they have reversed their policy, conserving their small forces to the point of hesitant folly; for aircraft destroyed on the ground are a dead loss, but aircraft destroyed in combat have at least had a chance to inflict damage on the enemy.

Both the strategic and tactical handling of the Luftwaffe have been often inexplicably faulty. It almost appears that the German air force leaders never really learned the art of using air power—fortunately for the United Kingdom and its people. How differently has Allied air power been wielded! And yet there is no mystery about the employment of air power. Its processes are coldly logical, more logical than the unfolding of either land or sea power.

Recently Air Chief Marshal Sir Arthur Tedder, the chief British exponent of strategic air-army integration, visited a Russian headquarters to give his counsel on the merging of air action over all Germany to produce the most favourable conditions for the surface forces on the West and East Fronts to defeat decisively the last concentrations of the Wehrmacht armies. No doubt his conclusions will affect the overall strategy of Allied air action, particularly from the U.K., Western Europe and Italy; for in his capacity as deputy to General Eisenhower, the overall commander in the west, Tedder's views will carry weight with the Chiefs of Staff Committee, the War Cabinet, and the United States supreme executive.

The initiation of a combined east/west air attack plan became news on February 13, 1945, when, after nightfall, Bomber Command Lancasters made two heavy attacks on Dresden. Subsidiary attacks were made on a synthetic oil plant at Bohlen and railway targets at Nuremberg, Dortmund and Bonn. These attacks were covered by Bomber Command night fighter and intruder attacks against airfields whence air-to-air opposition to the main bomber force might have been expected to come. The force totalled 1,100 aircraft. Six bombers were lost.

NEXT day, 1,350 Liberators and Fortresses of the U.S. 8th Air Force based in the U.K., escorted by more than 900 Mustangs and Thunderbolts, again bombed Dresden—and Chemnitz, Magdeburg and Wesel. Losses were eight bombers and five fighters; 19 German fighters were destroyed. In the following night Bomber Command aircraft attacked Chemnitz twice. On February 15 the U.S. bombers attacked Dresden, Kottbus, and an oil refinery near Magdeburg.

In these attacks, levelled mainly against towns behind the German armies opposing the Russian forces, there is evidence of a co-ordination of effort among the Allies. The Red Air Force is not equipped with many strategic heavy bombers, and the application of British and American heavies to focal points feeding German resistance to the Eastern Front must be of great value to Marshal Zhukov and his associated commanders, and should save life among the forward troops of the Red Army.

BURMA'S FIRST BALLOON BARRAGE guards the famous floating Bailey bridge over the Chindwin at Kalewa, longest in any theatre of war (see page 564). Above, one of the balloons is being inflated.
Photo, British Official

LIBERATOR'S CREW, on patrol over the Indian Ocean, keeping a look-out for Japanese submarines. R.A.F. Liberators and Catalinas maintain constant patrol in these waters, flying 12-20 hours at a stretch.
Photo, British Official

On February 22, after a five days' lull in the air on the Western Front (due to the grounding of the tactical air forces by bad weather) between 8,000 and 9,000 aircraft attacked communications throughout the Reich under almost cloudless skies but through a ground haze. The purpose of this assault, which was delivered against 158 targets in Germany, Denmark, Austria and Yugoslavia, was to impose a temporary paralyzation upon the Wehrmacht's communications by road, railway and canal. The big American bombers from the U.K., 1,400 strong, each dropped ten 500-lb. high explosive bombs (see map in page 675).

MOST Widespread Demonstration of Air Fire-Power Ever Seen

Italy-based aircraft bombed the southern zone of German-held Europe. The tactical air forces from France and the Mediterranean added their quota of bombs, rockets, shells and bullets. The skies were filled with almost every type of British and American aircraft—Fortresses, Liberators, Mitchells, Bostons, Invaders, Tempests, Typhoons, Spitfires, Thunderbolts, Lightnings. It was the most widespread demonstration of air fire-power ever seen in war, and it followed night bombing of Worms and Duisburg communication centres by 1,100 Halifaxes and Lancasters.

Before dawn on February 23 the forward elements of the American 1st and 9th Armies attacked across the flooded river Roer, crossing the four-knot current in various forms of boats and amphibious craft, to seize bridgeheads on the eastern bank from enemy forces who should have been cut off from substantial reinforcement by the strategic bombing of German communications.

IN the Orient the air war has reached new proportions. On Feb. 16 a force of 1,600 aircraft raided Tokyo, Yokohama, and their environs for nine hours, attacking air bases and other military objectives. Fifteen hundred of the aircraft flew from a carrier task force protected by warships. One hundred Super-Fortress bombers flew from their Marianas island bases. The task force sailed under the flag of Vice-Admiral Mark Mitscher, and among the ships were some of America's newest and largest battleships. Here is proof, were proof needed, that the United States is now the leading sea-air Power. The two-ocean navy policy has produced the world's greatest marine-air fleet, which has not yet reached its full expansion.

This attack on Tokyo covered an assault on Iwojima, the island base in the Volcano group from which the Japanese have sent interceptor fighters to attack the Super-Fortress bombers operating from the Marianas. Capture of Iwojima will give the U.S. air forces an advanced island "aircraft carrier" whence fighters will be able to escort the Super-Fortresses to the Japanese mainland, and so bring about the preliminary air conditions there which in Europe preceded the collapse of Germany's military power.

At Balikpapan in Borneo Jap Oil 'Goes Up'

"RIGHT ON THE BUTTON" was the pilots' description of how bombs from Liberators of the U.S. 5th Air Force rained down on Japanese oil installations at Balikpapan in Borneo, sending up dense smoke clouds to a height of 10,000 feet. Making a record 2,600-mile round flight from their Australian bases, Liberators, in September and October 1944, delivered four powerful attacks in which they unloaded 390 tons of bombs destroyed 146 enemy aircraft for the loss of 16 bombers and 6 fighters, and completely wiped out the refinery area.

Photo, Fox

From Ypres to Lambeth with Our Roving Camera

AT THE MENIN GATE, YPRES, in Feb. 1945, British troops of the present war—tankmen of the Hussars and Lancers—paid tribute to their comrades-in-arms who fell in 1914-18. A band of the Hussars paraded in the Place Vandenpeerefoom and were inspected by a brigadier ; from there they marched to the Menin Gate (right) where a solemn service of remembrance was held.

DRAWING THE LUCKY LEAVE NUMBERS from the drum at a ballot in the Middle East, an A.T.S. lance-corporal (below) breaks the good news. On Feb. 22, 1945, an official statement was issued declaring that the ballot system for leave ensured no favouritism.

ONE OF BRITAIN'S NEWEST SUBMARINES enters the fitting-out basin after being launched. According to the novel rota-scheme in operation at the shipbuilding yard concerned, the ceremony was performed by Mr. Thomas Beacham, an assistant foreman-driller, one of the many "hands" who had helped to build her.

ROPE FOR OUR LIFEBOATS is being handled (above) by ex-Naval men employed at the Royal National Lifeboat Institution's depot at Boreham Wood, Hertfordshire. Thousands of coils are stowed here : there are 120 fathoms (720 ft.) to a Merchant Navy coil, but only 113 fathoms in Royal Navy coils.

HUTS FOR THE BOMBED-OUT at Loughborough Gardens, Lambeth, South London, were erected by U.S. troops. Of curved asbestos each has two bedrooms, 9 ft. by 10 ; a living-room 10 ft. by 12 ; and a kitchen 9 ft. by 12. Gas and water are laid on. Fourteen homeless families moved in during Feb. 1945. More than 330 similar huts are being built there (right).

Photos, British Official, Fox

Editor's Postscript

A SIGN of the times is the growing tendency of people to exchange views on how to celebrate the coming of peace. Is it to be public whoopee or private meditation, a binge in a fashionable restaurant or a simple family jubilation at home? Such discussion is harmless enough amusement, but it pre-supposes an end to the war as clear-cut as in 1918; whereas the exact manner in which the present war will end is still as unpredictable as the exact hour. In 1918 people were taken unawares. There was no precedent for the occasion, and the reaction was spontaneous, unpremeditated—and therefore impossible to repeat. The most remarkable thing I recall about that great November morning was the first irresistible instinct of everyone to get out into the open. All the undignified yelping and mafficking came later. Incidentally, if the end is as sudden this time, there is one class of worker who will be too busy for much celebration. This is the harassed journalist, who will be working overtime to change his next day's or next week's issue into one that will more accurately reflect (he hopes) the prevailing mood.

DONALD WOLFIT and his company recently returned from a short season at the back of the Western Front, where their Shakespeare shows aroused more enthusiasm among the troops, so Wolfit was told, than "anything since the Hallé orchestra." I have no doubt that they will meet with equal success on their next venture, which is a trip to the Middle East. The standard of public taste has improved enormously since the last war, and people are broadly if not invariably right when they say that a man's taste does not change because he gets into uniform. Compare a 1945 list of London's entertainments with one of, say, 1917. Think of the crowded Promenade concerts, or the popularity of Gielgud's current productions at the Haymarket Theatre, or the patient queues on the opposite side of the street waiting to book for the film version of Henry V. Nevertheless, I hesitate to deduce too much from these facts. While Beethoven and Shakespeare draw their thousands, the crooners and cross-talk comedians still draw their tens of thousands, both in and out of uniform. What is important is that the men and women of the Forces shall have the very best entertainment, for they deserve nothing less.

A GOOD many people lately have been telling me sad tales about eye-strain, and usually they blame the small print of wartime newspapers and other journals. I doubt if type-size is nearly as much the cause of their trouble as the present quality of paper and printers' ink. The one is less white, the other less black than in happier times, and the words do not therefore leap to the eye as readily, especially if you are straining to read in the black-out by the dimmed lights of a train, bus, or tram, as the foolish habit is with so many of us. Most newspapers reverted to a smaller type when the cuts in newsprint came, and more columns were squeezed into a page. The width of the column governs the size of type to a great extent, because the eye is accustomed to read in groups of words at a time and a large type in a narrow column upsets the grouping and makes for slow reading. Anyway, so far as THE WAR ILLUSTRATED is concerned, we have managed to maintain a fair measure of legibility in such typographical and paper changes as circumstances have forced upon us.

THE manager of a big transport company—who ought to know—writes to the papers to protest against the "haphazard way street-names are placed—some on the ground level and others anything up to 20 feet high, and often only on one side of the street. Could not something be done by the municipal authorities to standardize the position and height of all street names?" he asks. In London, the only district which seems to have tackled this problem at all seriously is the Royal Borough of Kensington, which has set itself as a model—especially as regards its distinctive lettering—though just before the war Westminster ran it close. As for the inner and outer suburbs, one has only to journey to them by taxi after dark to realize how inconspicuous street names can become—and how good-tempered our taxi-drivers are, for the most part, in the face of wholly unnecessary mystification. While on this subject might I express the faint hope that in the New World of the Planned Age on which we are about to enter, suburban house-owners abandon once for all their fancy nomenclature—"The Pines," "The Firs" "Mon Repos," "Balmoral," and so forth—and resort to honest-to-God numbers easy to be identified by postman, taximan and stranger-to-the-neighbourhood alike. There was talk, some fifteen years ago of the G.P.O. inflicting a small charge on house owners wishing to name their houses instead of numbering them. But nothing—unfortunately—ever came of it. I wonder why?

ON my desk is a ninepenny pamphlet, titled Atlantic Bridge, which re-tells in seventy pages one of the most significant stories of this or any other war. It is a story—"The Official Account of R.A.F. Transport Command's Ocean Ferry" is its somewhat drab sub-title—which would have delighted old Hakluyt and his sturdy navigators as few things else in this neo-Elizabethan age of ours. There's plenty of excitement in it, but that's not its chief quality, for me at any rate. What attracts me, oddly, is its detachment. Not that it isn't highly personal and, I might add, thrillingly personal at that. For the anonymous author (why should he be anonymous?) has seized on the not sufficiently realized fact that the formation of Transport Command in November 1940 was, like the Battle of Britain, a turning point in the history of the war. In the dark fall of that year Britain, to appearances, was all but out for the count. Even Mr. Kennedy, the U.S. Ambassador, thought so when he left St. James's for Washington. And then, on the morning of November 11, and without the flicker of a single fanfare, seven Hudson bombers, crossing the Atlantic from Newfoundland, touched down on the runway of a British airport. History had been made overnight; bombers were no longer being shipped but *flown* from the U.S. As Atlantic Bridge has it, "As fundamental and far-reaching as the introduction of railway supplies into the pattern of infantry warfare in the 19th century, the trans-oceanic delivery of the Hudsons opened a supply bridge of incalculable value." To have lived through History is not enough. We must have its significance pointed out to us as well. That is what this pamphlet—prepared for the Air Ministry by the Ministry of Information—does so unmistakably and yet so unobtrusively.

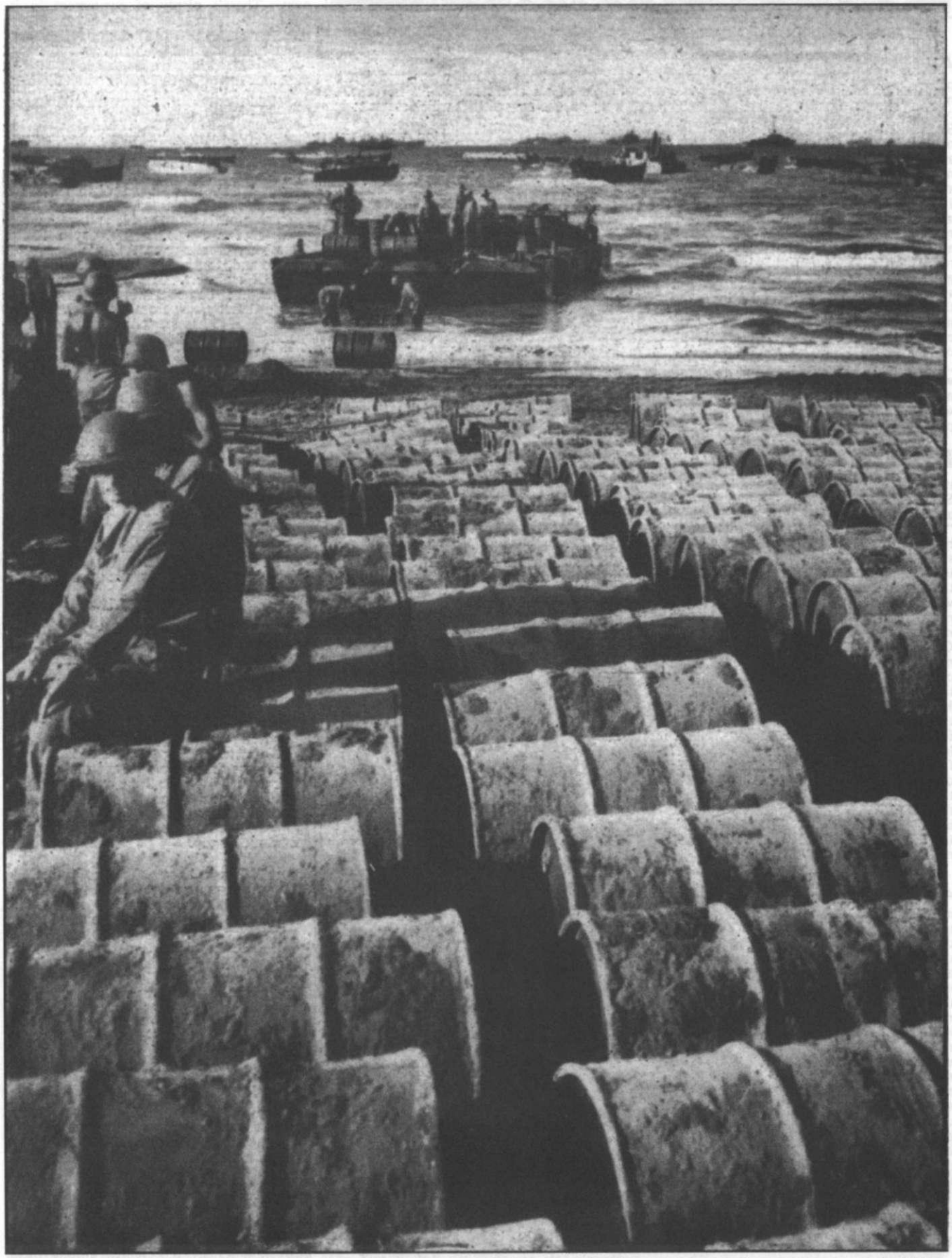
Rear-Admiral R. H. PORTAL, D.S.C., appointed Flag Officer Naval Air Stations (Australia) on Dec. 15, 1944, is a younger brother of Air Chief Marshal Sir Charles Portal. He served in the R.N. 1914–18, as pilot in the Fleet Air Arm 1925, commanded H.M.S. York 1939–41, H.M.S. Royal Sovereign 1941–42, and was Assistant Chief of Naval Staff (Air) 1943–44.

Photo, Topical Press

WARTIME bread, I am assured by more than one doctor of my acquaintance, has been largely the cause of the wonderfully good health of the British people during the past five and a half years. It is almost wholemeal bread. Instead of the most nourishing parts of the wheat being separated from the white flour and sold for cattle food, flour that has in it the best of the wheat must now be supplied. Up to the seventies of last century wholemeal bread was eaten by pretty well everybody. Teeth were better then, folks were haler and heartier, constipation was far less common. Then a Hungarian made white bread, with the germ and other valuable properties of the wheat removed; and "Vienna bread" became fashionable. Many people still hanker after it because they have a feeling that it is more "genteel." We shall be very foolish, my medical acquaintances tell me, if we go back to it. Our present bread has in several ways improved our national wartime vigour and fitness, they say.

AN M.P. asked some time ago in the House of Commons whether gipsies had been called up for service in the Forces. Mr. Bevin said some had been, but he did not know how many. I should like to ask if they were any use when they were put into uniform. I myself should doubt it. Many people sympathize with gipsies, always on the move in their caravans, sitting round their fires of brushwood and waiting for the pot to boil, making their way through the streets of little towns with baskets of white heather, which are really no more than an excuse for begging. But those who know them best say they are incorrigible thieves who from their earliest childhood have been brought up to steal and never do a stroke of honest work. George Borrow managed to sentimentalize them in The Romany Rye and Lavengro, two of the most readable books in our language, and there may have been gipsies such as he drew in his time, the first half of the 19th century. But today they are regarded by the country-people as vagabonds in the bad sense. Few of the old gipsy families are represented among them. They gather recruits from the dregs of the population. Lately the police pounced on a Romany camp and found as many as 22 deserters from the Army there.

Roll Out the Barrel: Philippines Style



DRUMS OF PRECIOUS PETROL come to a Luzon beach-head from U.S. landing craft to keep General MacArthur's planes, armour and vehicles going, after the whirlwind invasion of this Philippine island on Jan. 9, 1945 (see illus. page 662). Highlight of the campaign came a week later, with the storming by U.S. parachute troops and ground forces, after a three-days' blasting by air and sea, of the historic island-fortress of Corregidor at the entrance to Manila Bay. Story in page 698.

Photo, Planet News

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